

GENERAL NOTES:

- A. ALL WORK SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE LATEST EDITION OF THE CURRENT DRAWINGS AND STANDARDS AS SPECIFIED.
- B. DRAWINGS SHALL NOT BE SCALED. ANY DISCREPANCIES BETWEEN THE DRAWINGS SHALL BE REFERRED TO THE ENGINEER FOR CLARIFICATION PRIOR TO UNDERTAKING THE WORK.
- C. VERIFY ALL ELEVATIONS, DIMENSIONS, AND EXISTING CONDITIONS AND NOTIFY THE ENGINEER OF RECORD ANY DISCREPANCIES OR FIELD CHANGES PRIOR TO INSTALLATION OR FABRICATION. IN CASE OF DISCREPANCIES BETWEEN THE EXISTING CONDITION AND THE CONTRACT DRAWINGS, OBTAIN DIRECTION FROM THE ENGINEER OF RECORD BEFORE PROCEEDING. DIMENSIONS NOTED AS PLUS OR MINUS (+/-) INDICATE UNVERIFIED DIMENSIONS AND ARE APPROXIMATE. PRIOR TO CONSTRUCTION, VERIFY THAT OVERHEAD OBSTRUCTIONS, INCLUDING ELECTRICAL LINES, DO NOT INTERFERE WITH THE USE OF DRILLING EQUIPMENT.
- D. SUBMIT WORKING DRAWINGS PRIOR TO FABRICATION OR CONSTRUCTION FOR ALL STRUCTURAL ITEMS INCLUDING THE FOLLOWING: STRUCTURAL STEEL, MISCELLANEOUS METAL, TIEBACKS, AND SOIL NAILS. SUBMIT MIX DESIGNS FOR ALL SHOTCRETE, CAST-IN-PLACE CONCRETE, AND GROUT.
- E. CONTRACTOR SHALL COORDINATE BOX CULVERT WIDTHS WIDTH REQUIRED FOR EACH PHASE OF ELEMENT (OPEN CULVERT, WALL, CULVERTS, ETC.) CONSTRUCTION.

2. REFERENCES:

- A. ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIAPL CONSTRUCTION DATED 2022, AND AMENDMENTS.
- B. THESE STRUCTURES HAVE BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, UNLESS OTHERWISE NOTED
- C. THE DESIGN IS BASED ON CORRESPONDANCES WITH THE PROJECT GEOTECHNICAL ENGINEER, GEOENGINEERS, INC.
- D. WALLS TO BE CONSTRUCTED IN ACCORADANCE WITH GEOTECHNICAL RECCOMMENDATIONS.

- A. ALL DIMENSIONS ARE HORIZONTAL AND VERTICAL UNLESS OTHERWISE SHOWN.
- B. EXISTING GROUND LINE IS APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.
- C. EXISTING STRUCTURES ARE SHOWN ON THE PLANS WITH APPROXIMATE LOCATIONS AND DIMENSIONS BASED ON THE AVALIBLE AS-BUILT INFORMATION. THOSE SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD. ANY DISCREPANCIES LEADING TO SPATIAL CONFLICTS WITH NEW STRCUTURES SHALL BE REPORTED TO THE ENGINEER FOR REVIEW AND RESOLUTION.

STRUCTURAL COCNRETE:

A. CONCRETE

CONC CLASS	LOCATION	COMPRESSIVE STRENGTH AT 28 DAYS f'c [PSI]	SOIL NAIL FASCIA PANELS
4,000P	SOLDIER PILE SHAFTS	4,000 PSI	4,000 PSI
4,000	CAST-IN-PLACE CONCRETE WALLS	4,000 PSI	4,000 PSI
4,000	SHOTCRETE	4,000 PSI	4,000 PSI

ALL EXPOSED EDGES OF CONCRETE WITH AN ANGLE CHANGE GREATER THAN 50 DEGREES SHALL BE CHAMFERED 34" UNLESS NOTED OTHERWISE ON THE DRAWINGS.

B. GROUT

FILE NAME

PLOTTED BY

DESIGNED BY

ENTERED BY

CHECKED BY

REGIONAL ADM.

PROJ. ENGR.

TIME

DATE

MINIMUM REQUIRED COMPRESSIVE STRENGTH, F'C = 5.0 KSI (28 DAY) MINIMUM REQUIRED SOIL NAIL GROUT COMPRESSIVE STRENGTH, F'C = 1.5 KSI (3 DAY)

F'C = 3.0 KSI (28 DAY) TWO INCH GROUT CUBES SHALL BE MOLDED, CURED, & TESTED IN ACCORDANCE WITH CSA A179-14.

REINFORCING STEEL:

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wsppw14ics02\$

A. JESSMORE

P. AROONLAI

Y. POLYAKOV

E. PAO

12/30/2021

- A. REINFORCING STEEL SHALL CONFORM TO ASTM A615 OR ASTM A706 GRADE 60, UNLESS NOTED OTHERWISE.
- B. ALL REINFORCING BAR BENDS AND STANDARD HOOKS SHALL CONFORM TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
- C. UNLESS OTHERWISE SHOWN ON THE PLAN, THE CONCRETE COVER MEASURED FROM THE FACE OF THE CONCRETE TO THE FACE OF ANY REINFORCING STEEL SHALL BE 2".
- D. MECHANICAL COUPLERS SHALL BE USED FOR REINFORCING BARS LARGER THAN #11. AT LEAST 125 PERCENT OF SPECIFIED YIELD STRENGTH OF THE BAR SHALL BE DEVELOPED.

PRELIMINARY

NOT FOR CONSTRUCTION

REVISION

5. REINFORCING STEEL (CON'T):

- . MECHANICAL ANCHORS: INSTALL IN CONFORMANCE WITH MANUFACTURER'S WRITTEN INSTRUCTIONS.
- F. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A1064 Fy=65ksi, FURNISH IN FLAT SHEETS NOT ROLLS. LAP SPLICE 2 SQUARE MESH MINIMUM.
- G. STAGGER SPLICES TO PROVIDE NOT MORE THAN 50% OF REINFORCEMENT SPLICED AT ANY SECTION.

STRUCTURAL STEEL:

A. ALL STRUCTURAL STEEL SHALL CONFORM TO THE FOLLOWING ASTM DESIGNATIONS UNLESS NOTED OTHERWISE ON THE DRAWINGS:

SECTION	STANDARD	GRADE	STRENGTH
ANGLES & PLATES	ASTM A36	36	Fy=36 KSI
PLATES WHERE INDICATED	ASTM A572	50	Fy=50 KSI
PIPES	ASTM A53	В	Fy=35 KSI
WIDE FLANGE & H-PILE	ASTM A992	50	Fy=50 KSI
ANCHOR RODS	ASTM F1554	36	Fy=36 KSI

- B. ALL FASTENERS SHALL BE HIGH STRENGTH BOLTS, ASTM A325 SLIP CRITICAL UNLESS NOTED OTHERWISE. BOLTS SHALL BE INSTALLED WITH ONLY THE HEAD END EXPOSED (IF FEASIBLE).
- C. WELDING ELECTRODES SHALL BE 70XX SERIES CONFORMING TO ANSI AWS D1.1. WELDING SHALL BE CONDUCTED BY A WABO CERTIFIED WELDER.

7. SOIL NAILS WALLS:

REGION NO.

DATE BY

10 WASH

JOB NUMBER

CONTRACT NO.

- A. GLOBAL AND INTERNAL STABILITY ANALYSES FOR SOIL NAIL WALLS WERE PERFORMED BY GEOENGINEERS, INC. RECOMMENDED MINIMUM SOIL NAIL LENGTHS, BAR SIZES, DECLINATIONS, AND NAIL SPACINGS SHOWN IN THE DRAWINGS ARE BASED ON THE RESULT OF THESE GEOTECHNICAL ANALYSES.
- B. SOIL NAILS SHALL BE INSTALLED PERPENDICULAR TO WALL FACE, AS SEEN IN PLAN VIEW, UNO.
- C. ALL SOIL NAILS SHALL CONFORM TO ASTM A615 GRADE 75.
- D. STEEL HARDWARE: PROVIDE COMPATIBLE NUTS, SPHERICAL OR BEVELED WASHERS AND BAR COUPLERS. BAR COUPLERS SHALL DEVELOP AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE BAR
- E. STEEL ELEMENTS SHALL RECEIVE CORROSION PROTECTION.

FED.AID PROJ.NO.

LOCATION NO.

- F. PROFILES SHOWN IN DRAWINGS ARE INDICATIVE OF CIP CONCRETE FASCIA AT BOTTOM OF WALL. IF PRECAST FASCIA AND FOOTINGS ARE TO BE USED, BOTTOM OF WALL ELEVATION IS EQUAL TO BOTTOM OF FOOTING. TOP OF WALL ELEVATIONS FOLLOW GRADE AT TOP OF WALL PLUS WALL EXTENSION SHOWN IN DETAILS.
- G. NAIL INSTALLATION: DRILL HOLES FOR SOIL NAILS AT THE LOCATIONS AND TO THE LENGTHS SHOWN ON THE DRAWINGS. DRILL SOIL NAIL HOLES WITHOUT LOSS OF GROUND AND WITHOUT ENDANGERING PREVIOUSLY INSTALLED NAILS. THIS MAY INVOLVE CASING THE HOLES OR OTHER METHODS FOR PROTECTION FROM CAVING. IMMEDIATELY SUSPEND DRILLING OPERATIONS IF GROUND MOVEMENT IS OBSERVED, IF THE SOIL NAIL WALL IS ADVERSELY AFFECTED, OR IF ADJACENT STRUCTURES ARE DAMAGED AS A RESULT OF THE DRILLING.
- H. NAIL GROUTING: GROUT UNCASED DRILL HOLES AFTER INSTALLATION OF THE NAIL. DO NOT LEAVE OPEN ANY PORTION OF THE DRILL HOLE FOR MORE THAN 4 HOUR PRIOR TO GROUTING. CONTRACTOR SHALL PERFORM A PERFORMANCE TEST TO DEMONSTRATE THAT THE HOLE CAN REMAIN OPEN AND STABLE IN A 4-HOUR WINDOW. INJECT THE GROUT AT THE LOWEST POINT OF EACH DRILL HOLE THROUGH A TREMIE PIPE, HOLLOW-STEM AUGER, OR DRILL RODS WITH THE DRILL HOLE FILLED IN ONE CONTINUOUS OPERATION. KEEP THE CONDUIT DELIVERING THE GROUT BELOW THE SURFACE OF THE GROUT AS THE CONDUIT IS WITHDRAWN. WITHDRAW THE GROUTING CONDUIT AS THE DRILL HOLE IS FILLED IN A MANNER WHICH PREVENTS THE CREATION OF VOIDS.
- I. NAIL TOLERANCES: DO NOT EXTEND THE SOIL NAILS BEYOND THE RIGHT-OF-WAY OR EASEMENT LIMITS SHOWN IN THE CONTRACT DOCUMENTS, UNLESS APPROVED OTHERWISE. CENTER NAILS WITHIN 1 INCH OF THE CENTER OF THE DRILL HOLE USING NAIL CENTRALIZERS OF SCHEDULE 40 PVC. AT THE EXCAVATED FACE, POSITION THE INDIVIDUAL NAILS PLUS OR MINUS 6 INCHES FROM THE DESIGN LOCATIONS SHOWN IN THE CONTRACT DRAWINGS. LOCATION TOLERANCES ARE APPLICABLE TO ONLY ONE NAIL AND NOT CUMULATIVE OVER LARGE WALL AREAS. AT THE POINT OF ENTRY, CONTROL THE VERTICAL AND HORIZONTAL NAIL ANGLES WITHIN PLUS OR MINUS 3 DEGREES OF THAT SHOWN ON THE CONTRACT DRAWINGS.
- J. NAIL SETTING: SECURE EACH SOIL NAIL AT THE FACING WITH A STEEL PLATE AS SHOWN IN THE CONTRACT DRAWINGS. TIGHTEN THE NUT TO ACHIEVE FULL BEARING BEHIND THE PLATE. TIGHTEN THE NUT WITH AT LEAST 100 FOOT-POUNDS OF TORQUE.

DATE

SOIL NAILS WALLS: (CON'T):

- K. FOR CONSTRUCTION OF SOIL NAIL WALLS, USE OF VERTICAL ELEMENTS OR OTHER MEANS OF STABILIZATION MAY BE REQUIRED DURING EXCAVATION. REFER TO GEOTECHNICAL RECOMMENDATIONS.
- L. NAIL TESTING: PERFORM PROOF TESTING AND VERIFICATION TESTING OF SOIL NAILS PER SPECIFICATION 6-15.3(8).

8. WALL TRANSITIONS:

- A. PROVIDE 1/2" PRE-MOLDED JOINT FILLER BETWEEN ABUTTING SURFACES OF WALLS AND OTHER STRUCTURES WHERE TRANSITIONS BETWEEN WALL TYPES OCCUR.
- B. MINIMUM DISTANCE FROM EDGE OF WALL TO CENTERLINE OF EMBEDDED FENCE POST IS 6"
- C. MINIMUM DISTANCE FROM EDGE OF WALL TO CENTERLINE OF STANCHION IS 12" UNO.
- D. WHERE WALL TYPE TRANSITION OCCURS, PROVIDE SMOOTH TRANSITION OR A TRANSITION APPROVED BY THE ENGINEER, ABUTTING EDGES OF DIFFERING WALL TYPES SHOULD BE SUCH THAT NO SOIL IS LEFT UNSUPPORTED AND FACES ARE FLUSH.

SOLDIER PILES WALLS:

- A. SHAFT EXCAVATION: EXCAVATE SHAFT TO DEPTHS AS SHOWN ON THE CONTRACT PLANS. SHAFT MINIMUM DIAMETER AS SHOWN ON THE CONTRACT PLANS. EXCAVATE SHAFTS WITHOUT LOSS OF GROUND AND WITHOUT ENDANGERING PREVIOUSLY INSTALLED SHAFTS OR OTHER STRUCTURES USING TEMPORARY CASING HOLES OR OTHER METHODS OF PROTECTION FROM CAVING. DO NOT COMMENCE SHAFT EXCAVATION UNTIL THE SHAFT BACKFILL FOR THE ADJACENT SHAFTS HAS BEEN PLACED AND HAS REACHED A STRENGTH OF 100 PSI. ONCE THE EXCAVATION OPERATION HAS STARTED, EXCAVATE IN A CONTINUOUS OPERATION UNTIL THE EXCAVATION OF THE SHAFT IS COMPLETED.
- B. PILE INSTALLATION: LOWER PILE INTO SHAFT USING CENTERING DEVICES AND SET VERTICALLY WITHIN THE SHAFT TO THE DESIGN DEPTH SHOWN ON THE CONTRACT DRAWINGS. ALIGN PILE FLANGES PARALLEL TO FUTURE EXCAVATION LINE, EXCEPT WHERE OTHERWISE NOTED.
- C. SHAFT BACKFILLING: BACKFILL EXCAVATED SHAFT WITH CONCRETE AS SHOWN ON THE CONTRACT DRAWINGS. WHENEVER PRACTICAL, PLACE BACKFILL IN DRY SHAFT EXCAVATIONS. PLACE SHAFT BACKFILL BY A MEANS THAT PREVENTS SEGREGATION OF AGGREGATES. PLACE SHAFT BACKFILL IN ONE CONTINUOUS OPERATION TO THE TOP OF THE SHAFT. REMOVE TEMPORARY CASING, IF PRESENT, IN SUCH A MANNER AS TO PREVENT THE MOVEMENT OF THE STEEL PILE.
- D. SHAFT/PILE TOLERANCES: CONSTRUCT SHAFTS SUCH THAT THE CENTER AT THE TOP OF THE SHAFT IS WITHIN 1 INCH OF THE DESIGN LOCATIONS SHOWN IN THE CONTRACT DRAWINGS, AND SUCH THAT SHAFTS ARE WITHIN 0.5 PERCENT OF PLUMB. CENTER STEEL PILES WITHIN SHAFTS. PILES SHALL NOT ENCROACH INTO THE EXCAVATION ENVELOPE. SOLDIER PILE ELEVATIONS SHALL BE WITHIN 3 INCHES OF THOSE SHOWN ON THE CONTRACT DRAWINGS

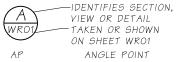
10. TEMPORARY LAGGING:

A. SAWN LUMBER SHALL CONFORM TO THE REQUIREMENTS OF THE WET COAST LUMBER INSPECTION BEREAU (WCLIB), SECTION 123-B. LUMBER SHALL BE UNTREATED AND CONFORM TO THE SPECIES AND GRADE NOTED BELOW:

> SOLDIER PILE WALL LAGGING IISF. GRADE: DOUGLAS FIR-LARCH NO. 2 OR BETTER SIZE CLASS: BEAMS AND STRINGERS BENDING DESIGN VALUE: Fb = 900 PSI

- B. THE CONTRACTOR SHALL EXCAVATE THE WALL FACE AND INSTALL THE LAGGING IN SUCH A MANNER AS TO MAINTAIN A SAFE WORK PLACE AND AVOID EXCESSIVE SLOUGHING AND OVERBREAK, AS A MINIMUM, PRIOR TO PLACING THE SUBSEQUENT SET OF TIMBER LAGGING. THE CONTRACTOR SHALL NOT EXCAVATE MORE THAN 3 FEET BELOW THE CURRENT DEPTH OF LAGGED WALL FACE.
- C. LAGGING SHALL BE PLACED WITHIN 1 HOUR OF FACE EXCAVATION. OVER-EXCAVATED ZONES BEHIND LAGGING BOARDS SHALL BE BACKFILLED WITH FREE-DRAINING MATERIAL.

LEGEND:



-TAKEN OR SHOWN ON THE SAME SHEET

-X-X-CHAIN LINK FENCE - - OP - OPTICAL CABLE BOW BACK OF WALL THINNING WALL - — BF — — ΕG EXISTING GRADE - - W - - WATER MAIN - - s - - SANITARY SEWER FOW FRONT OF WALL - - UD - UNDERDRAIN PIPE FINISH GRADE FG P.G.A PERMANENT

	GROUND ANCHO
TOW	TOP OF WALL
- — st — —	STORM SEWER
	CATCH BASIN

7/

Washington State

DATE

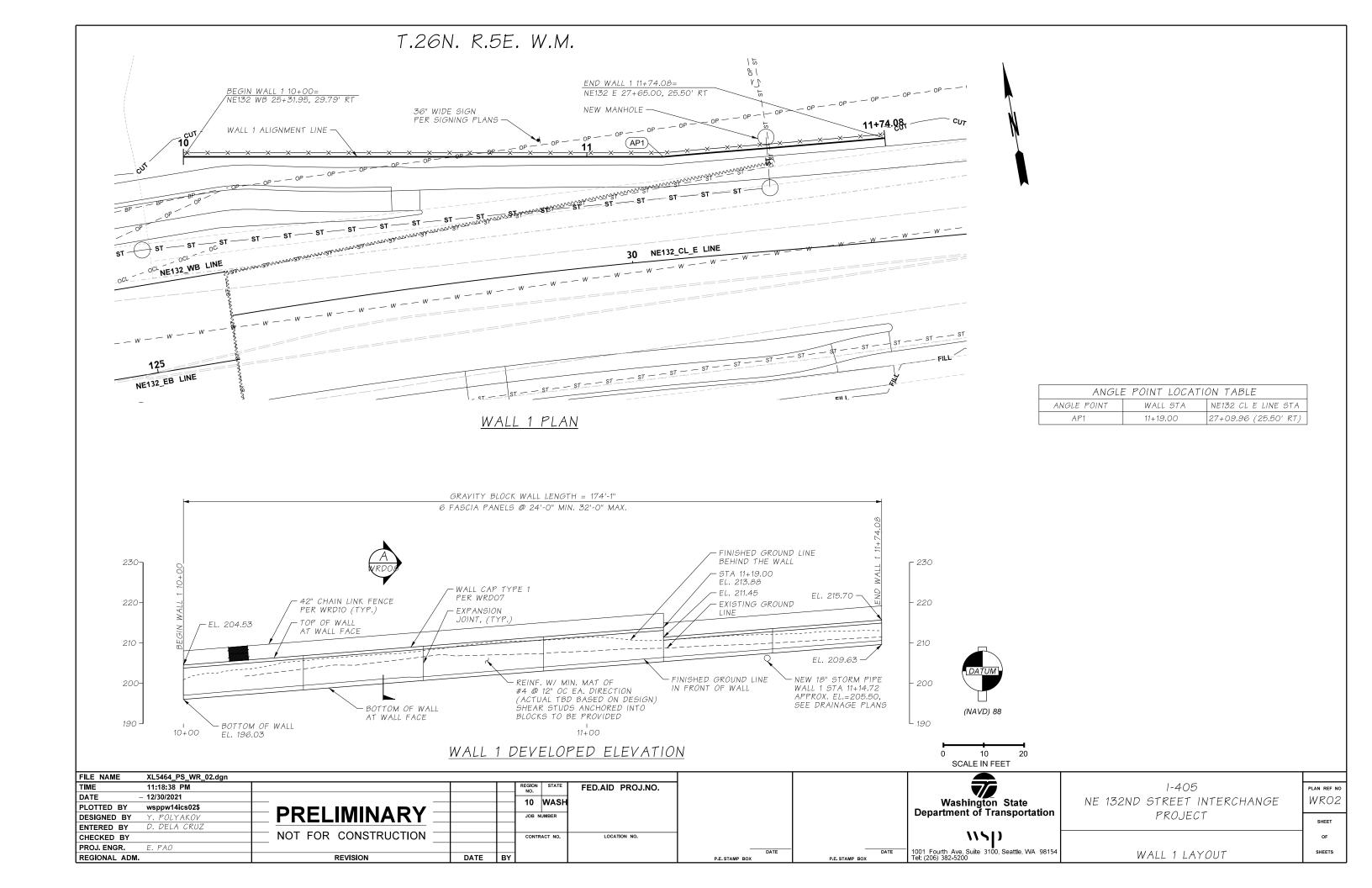
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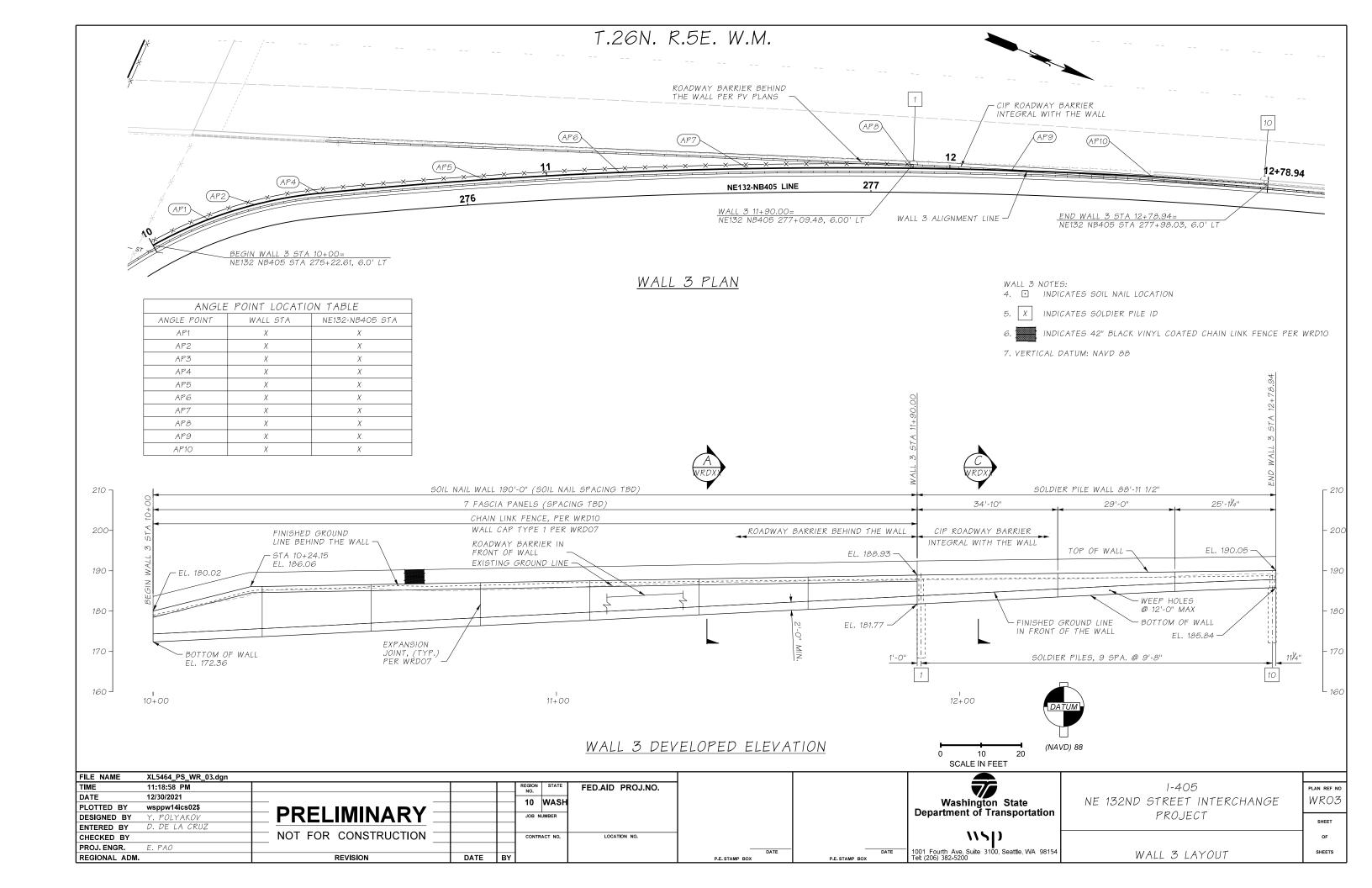
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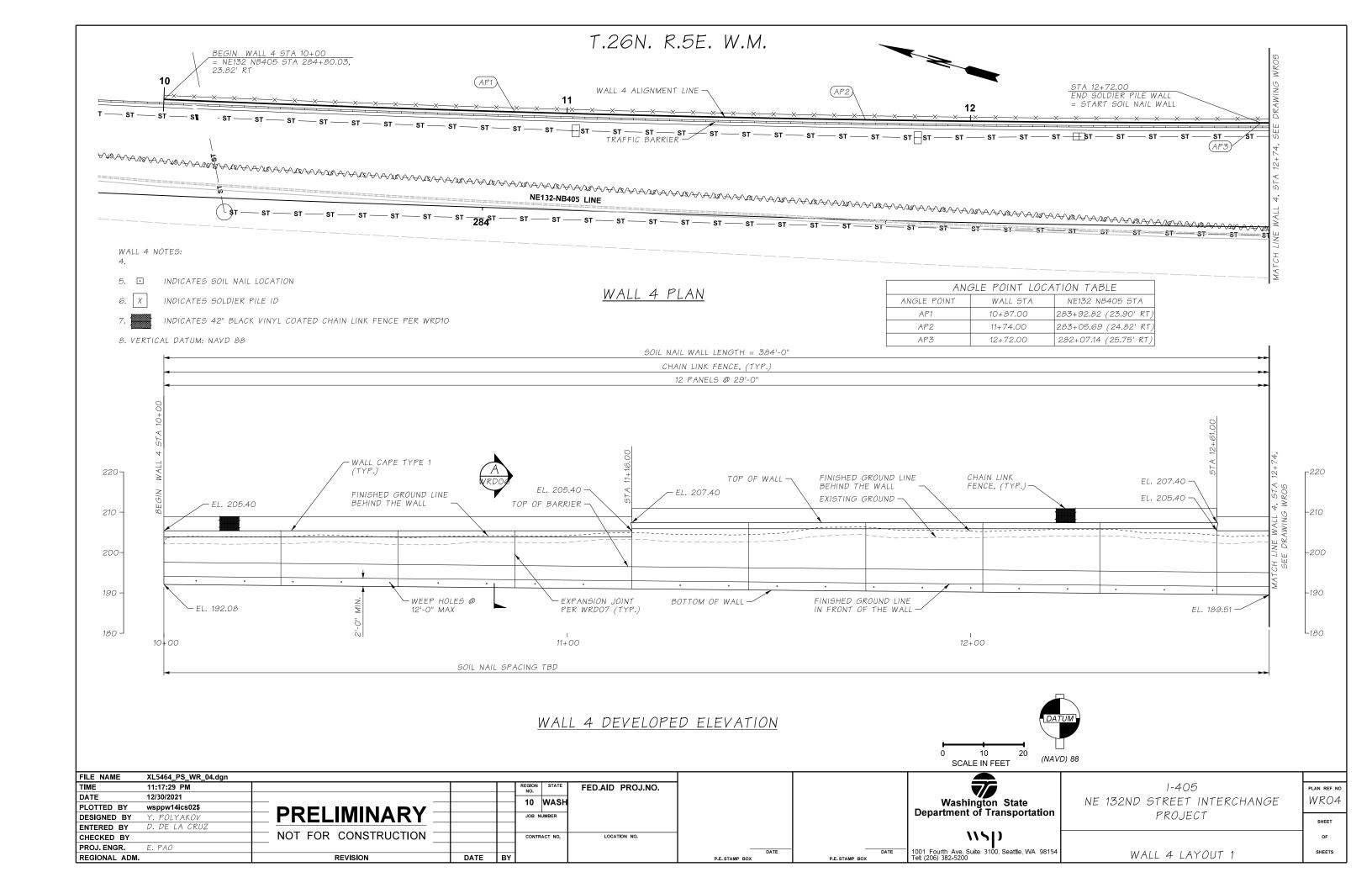
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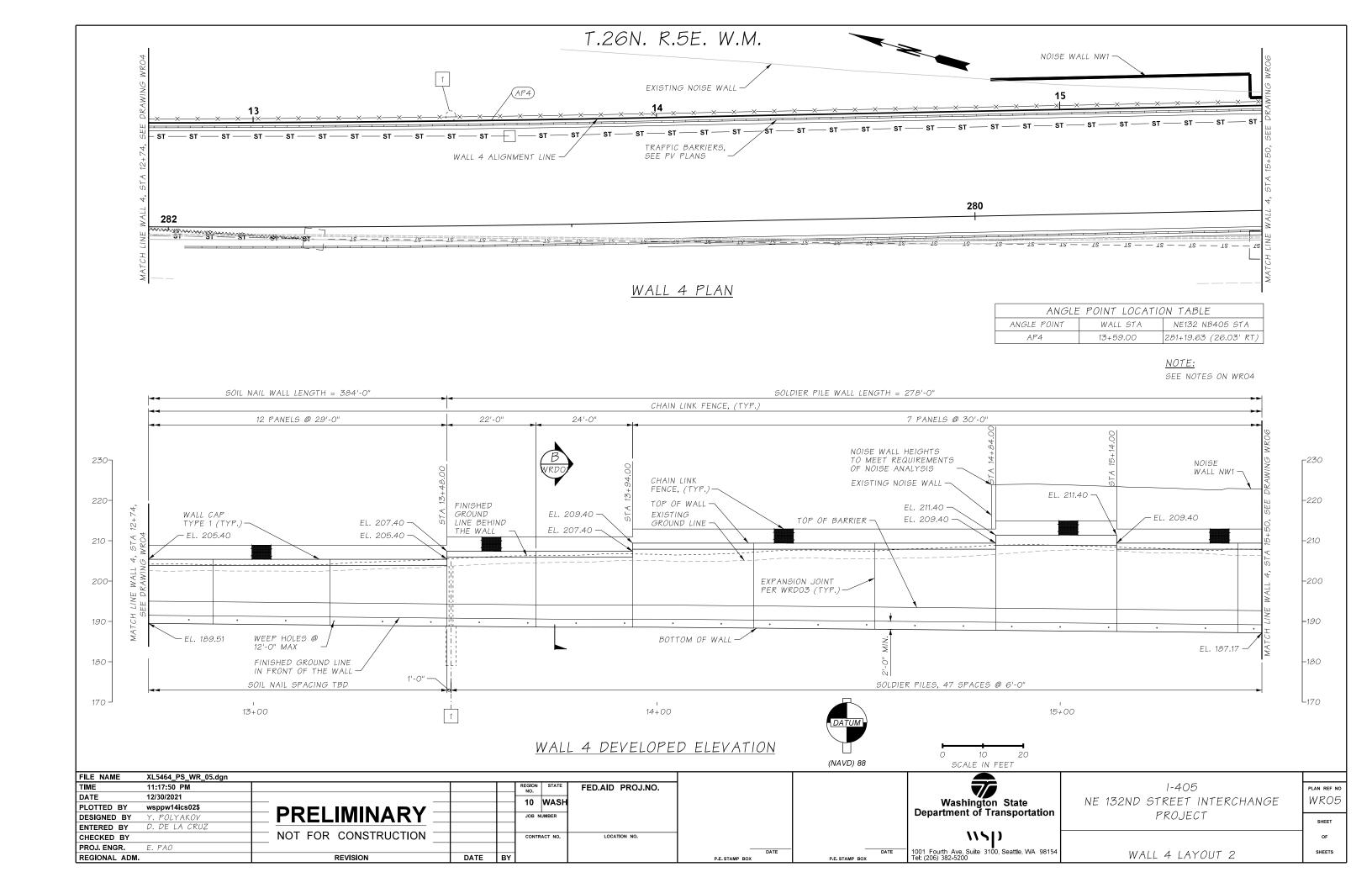
1001 Fourth Ave, Suite 3100, Seattle, WA 98154 Tel: (206) 382-5200

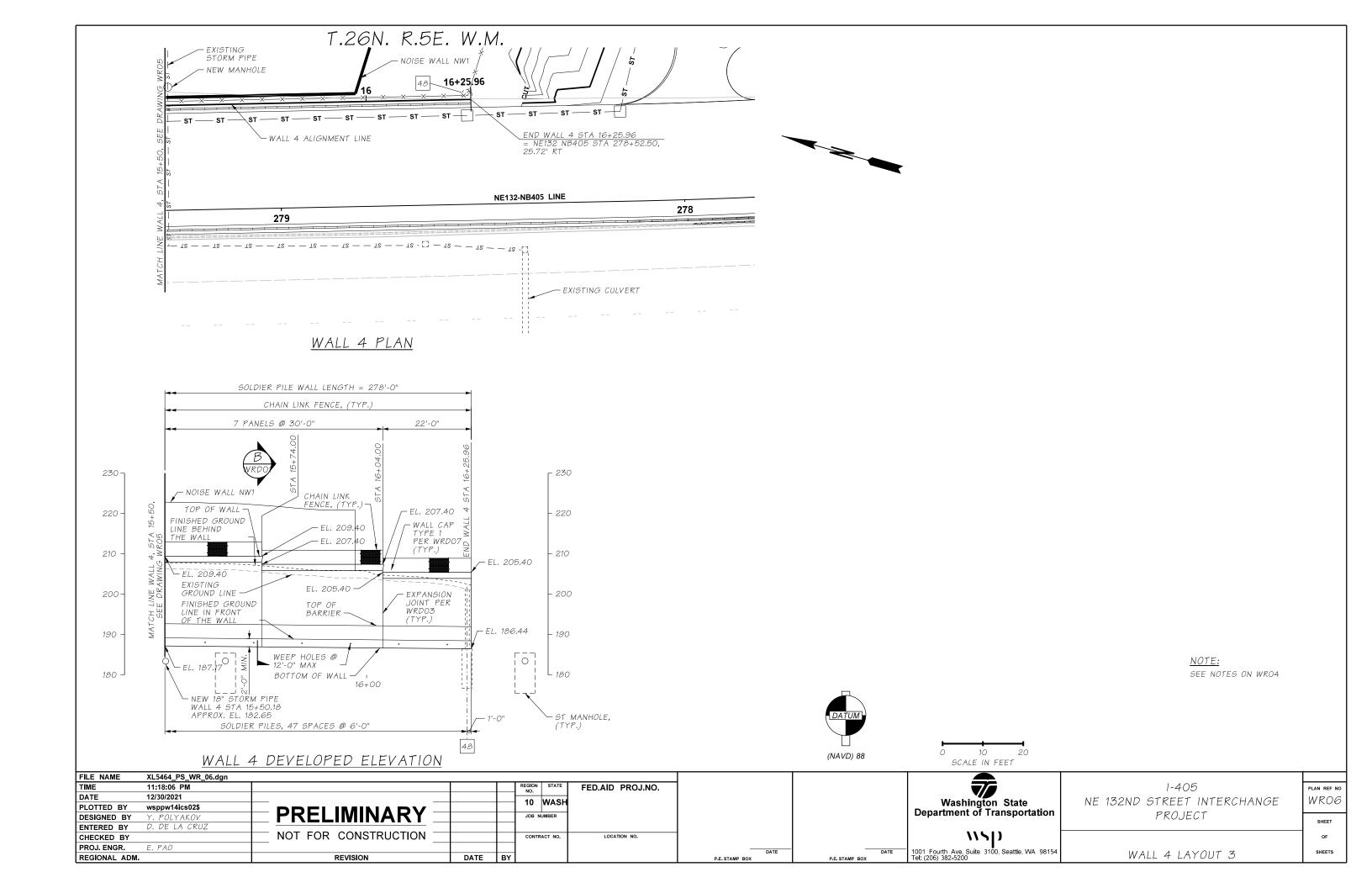
Department of Transportation PROJECT **115D** GENERAL NOTES

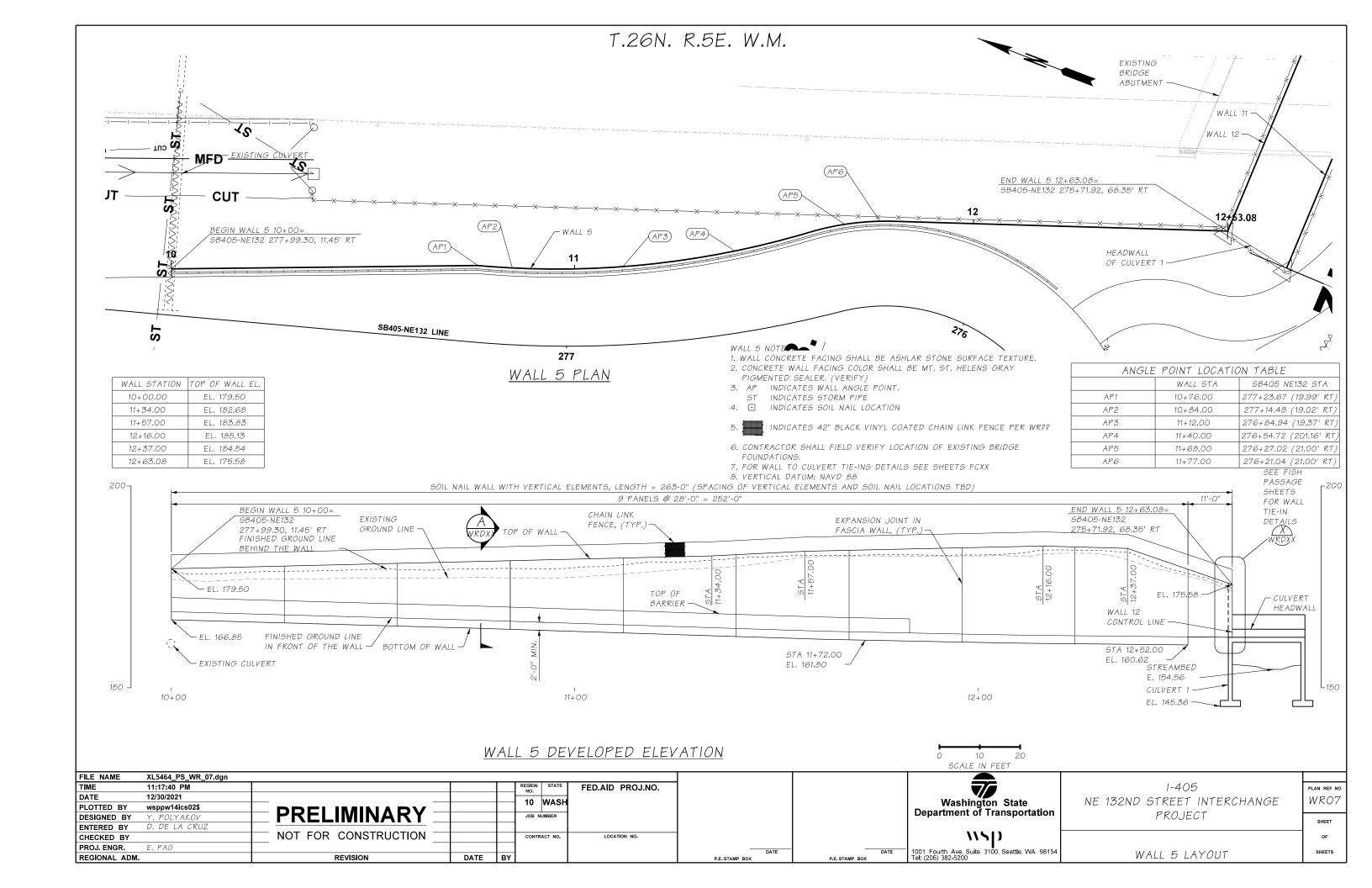


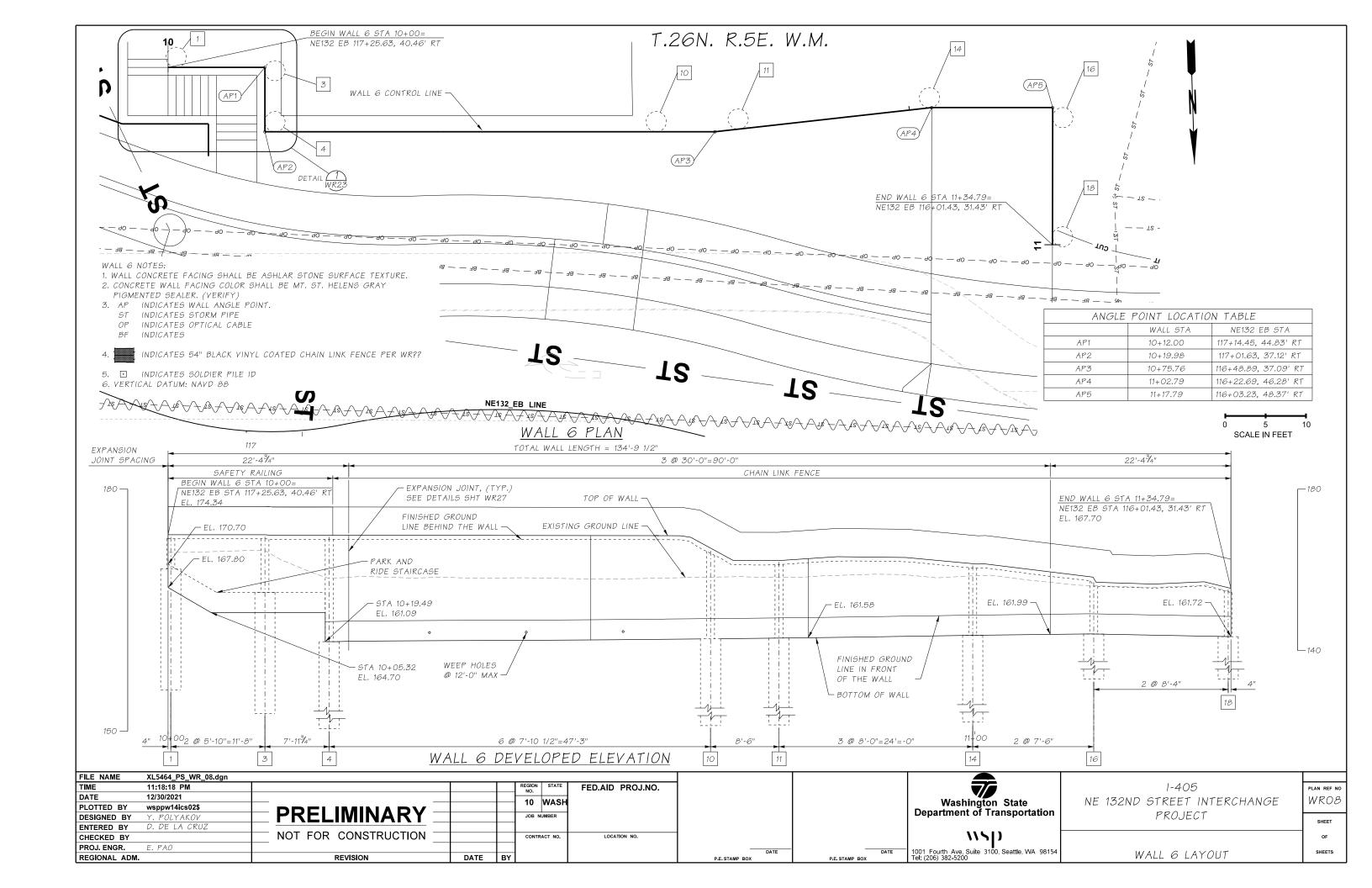


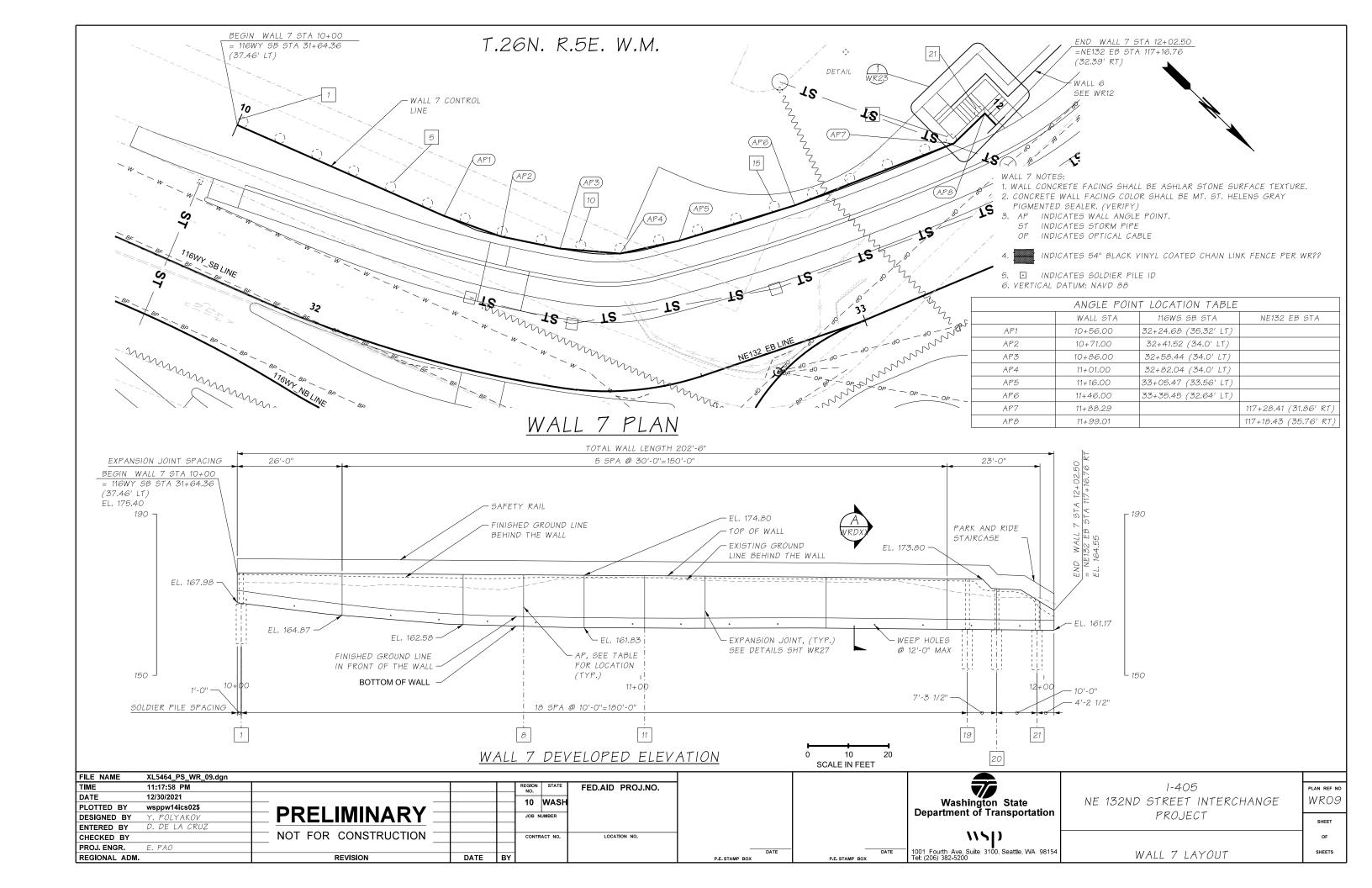


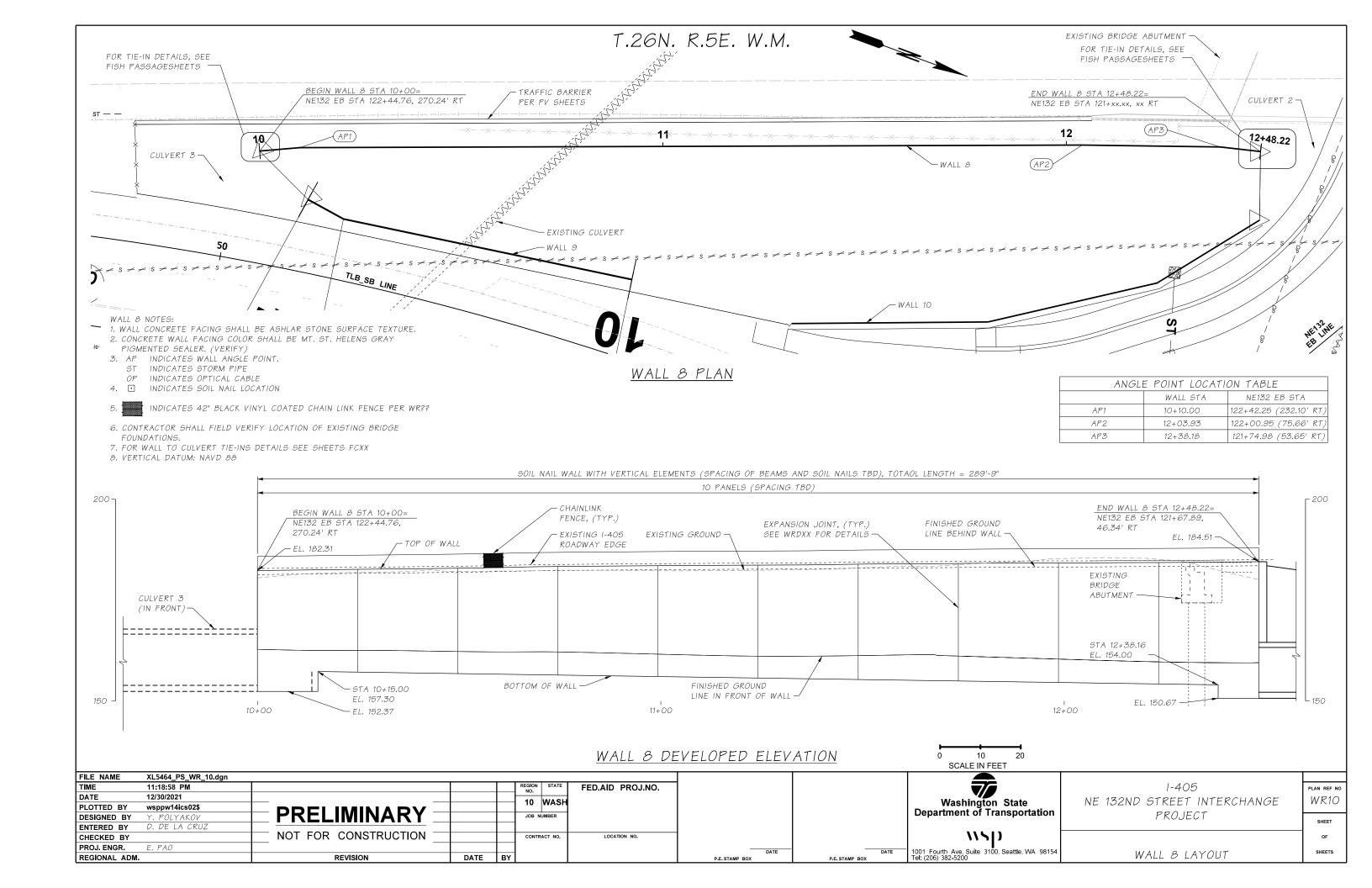


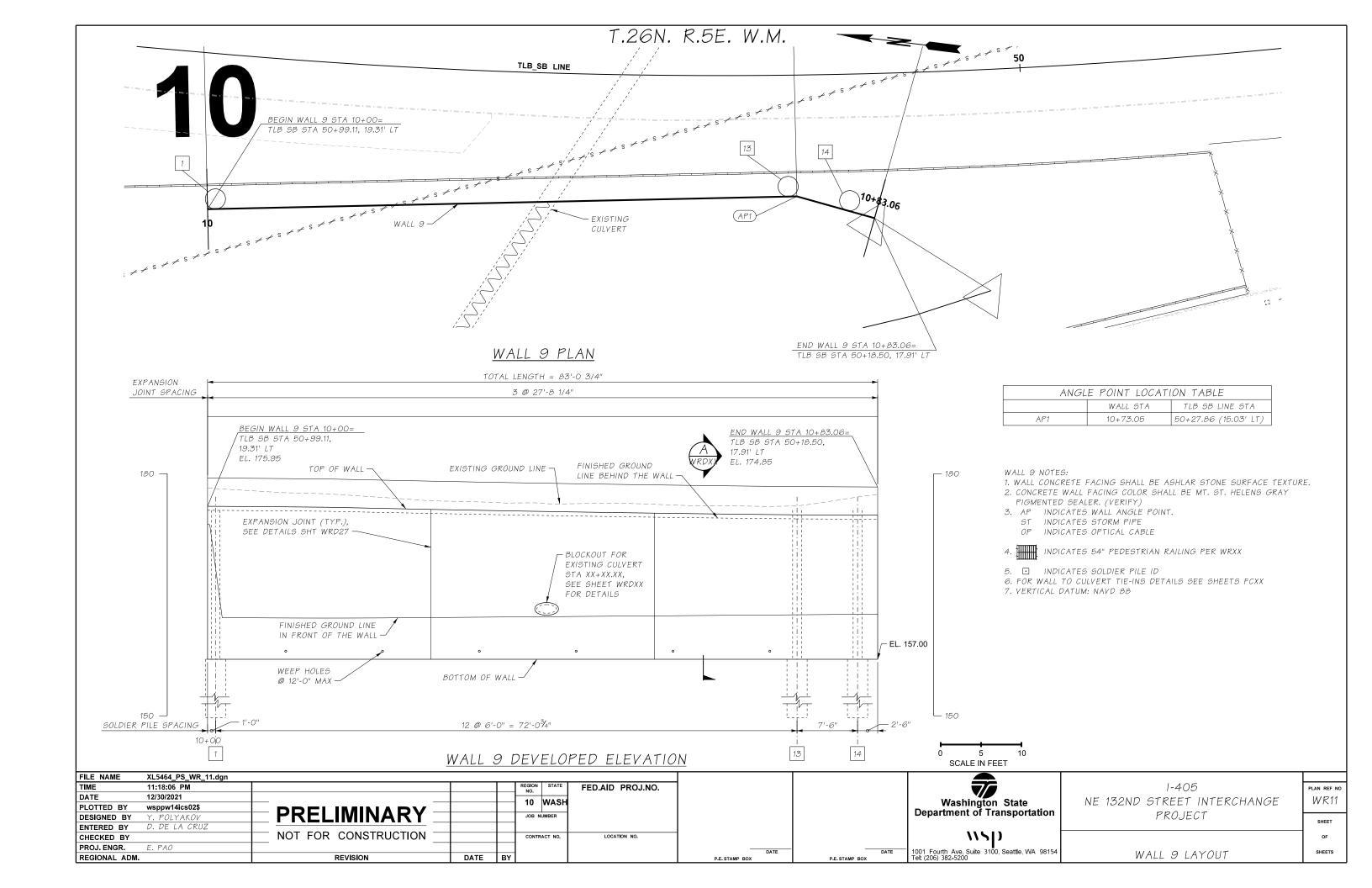


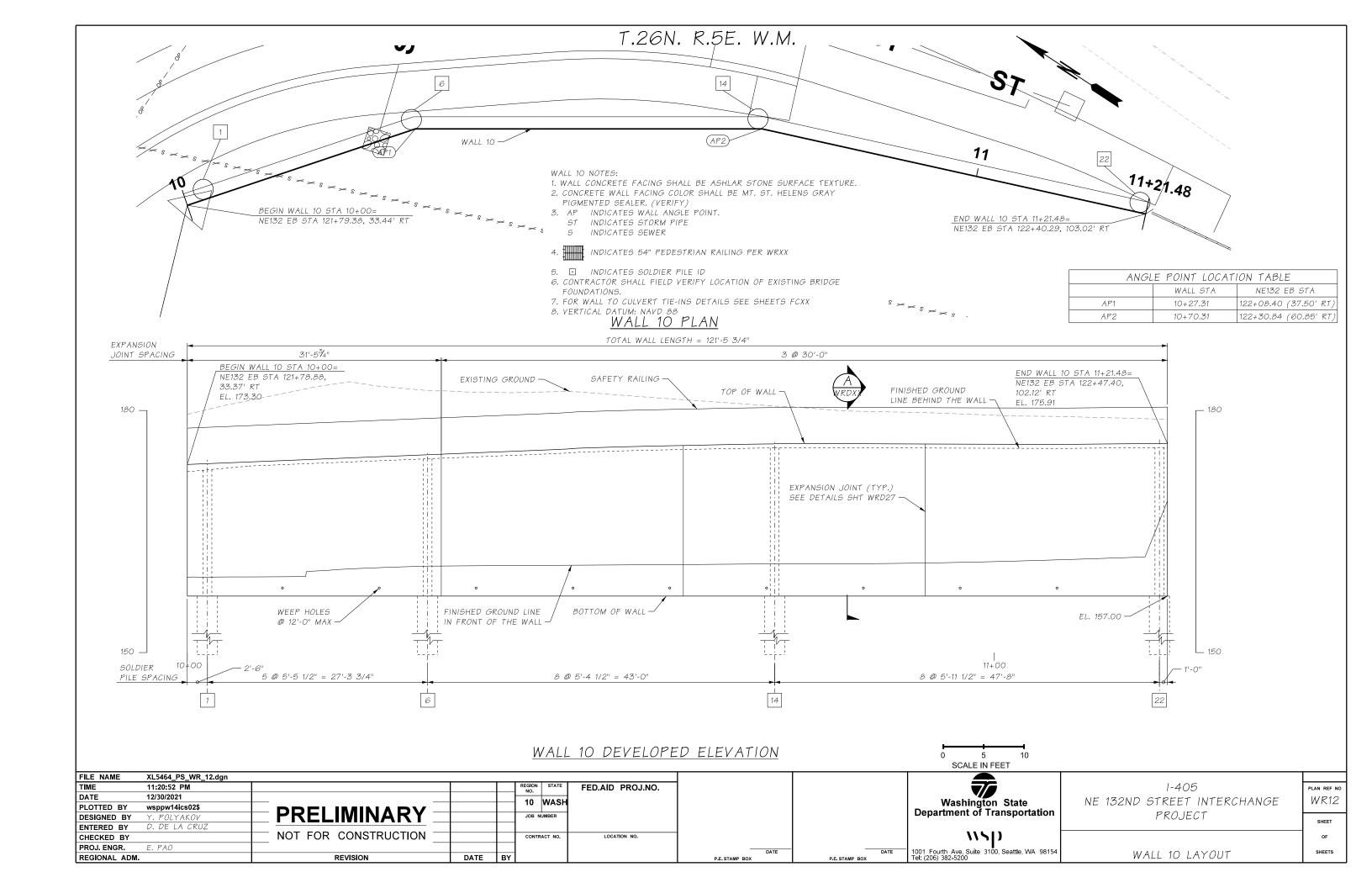


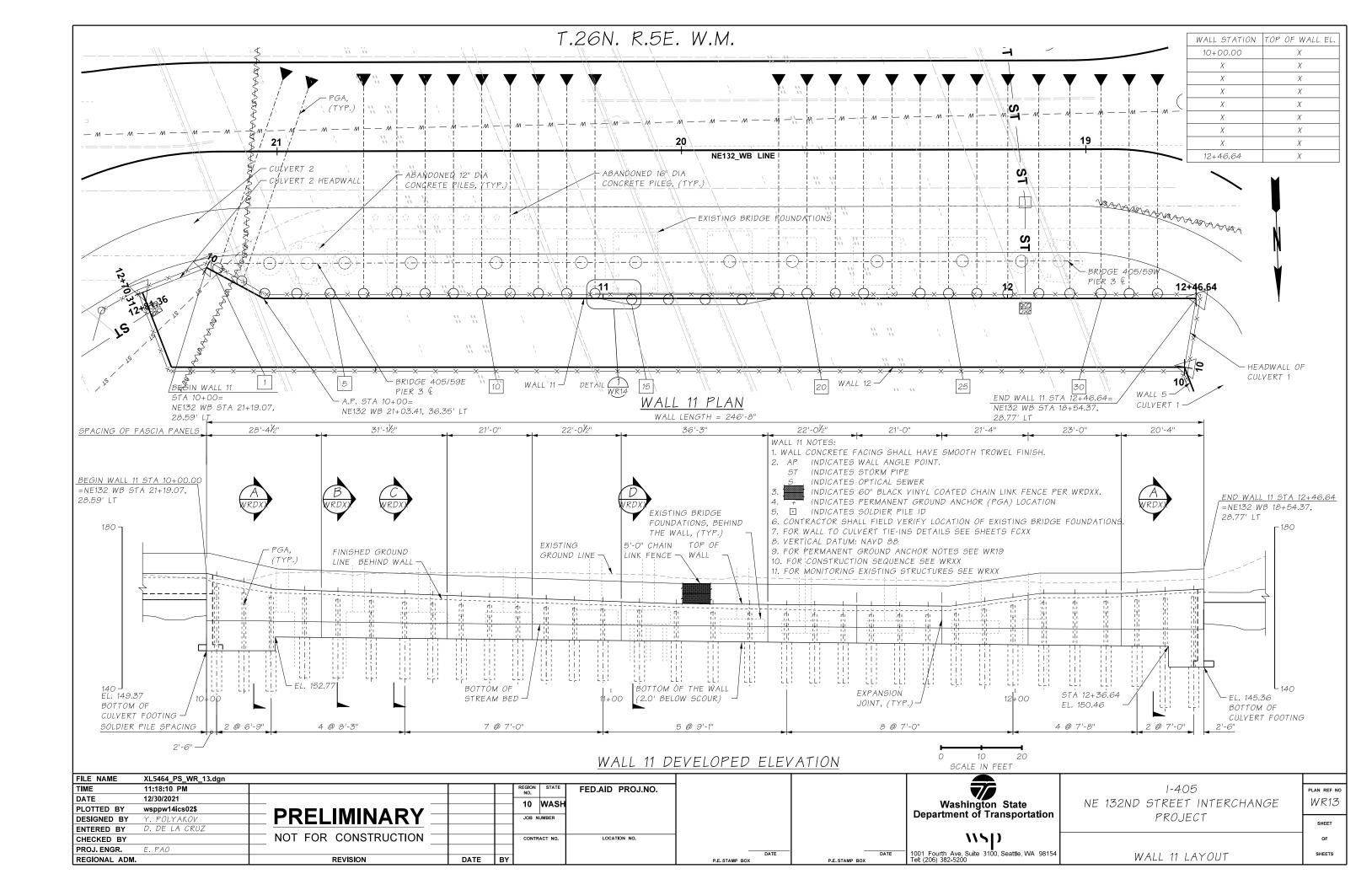


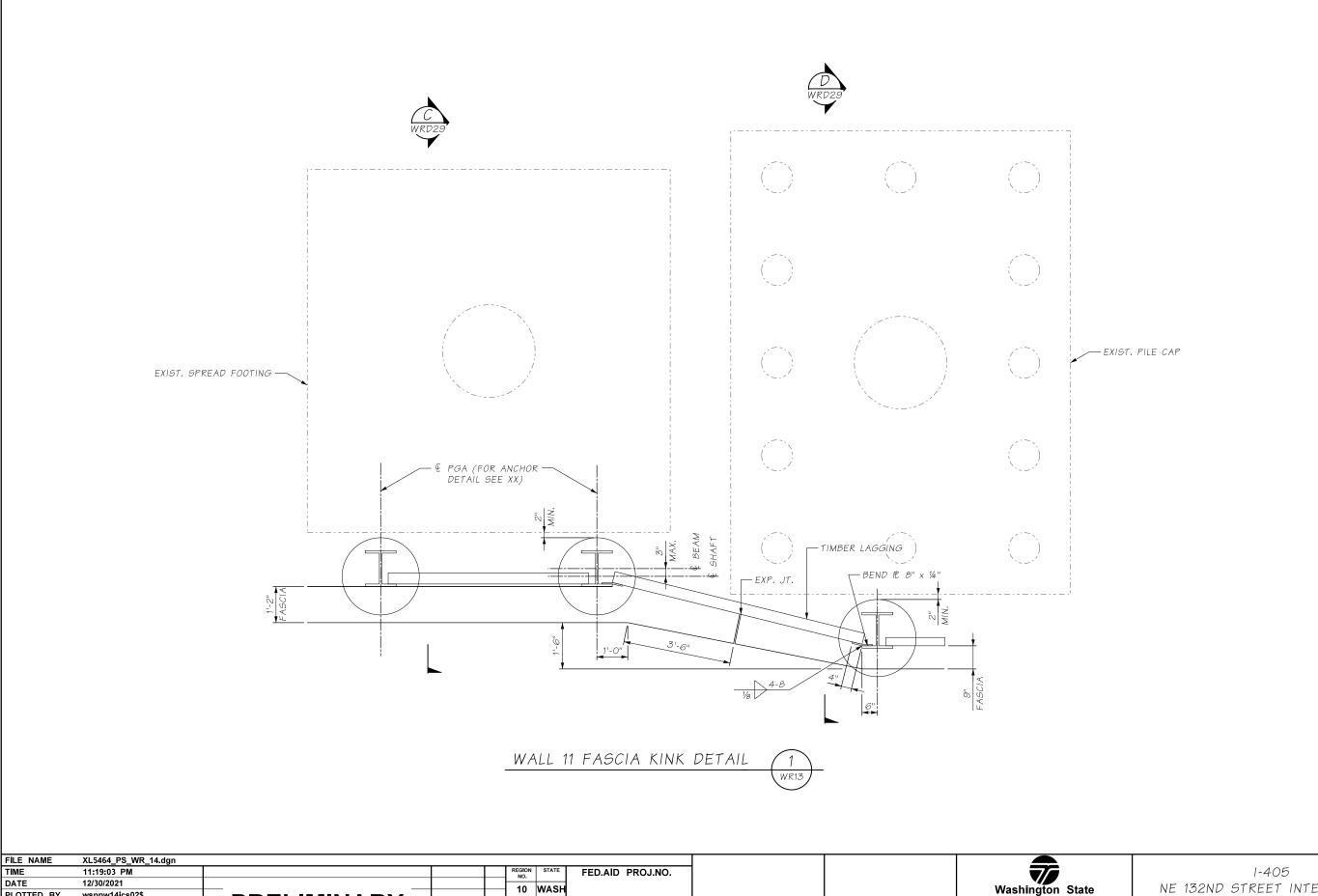




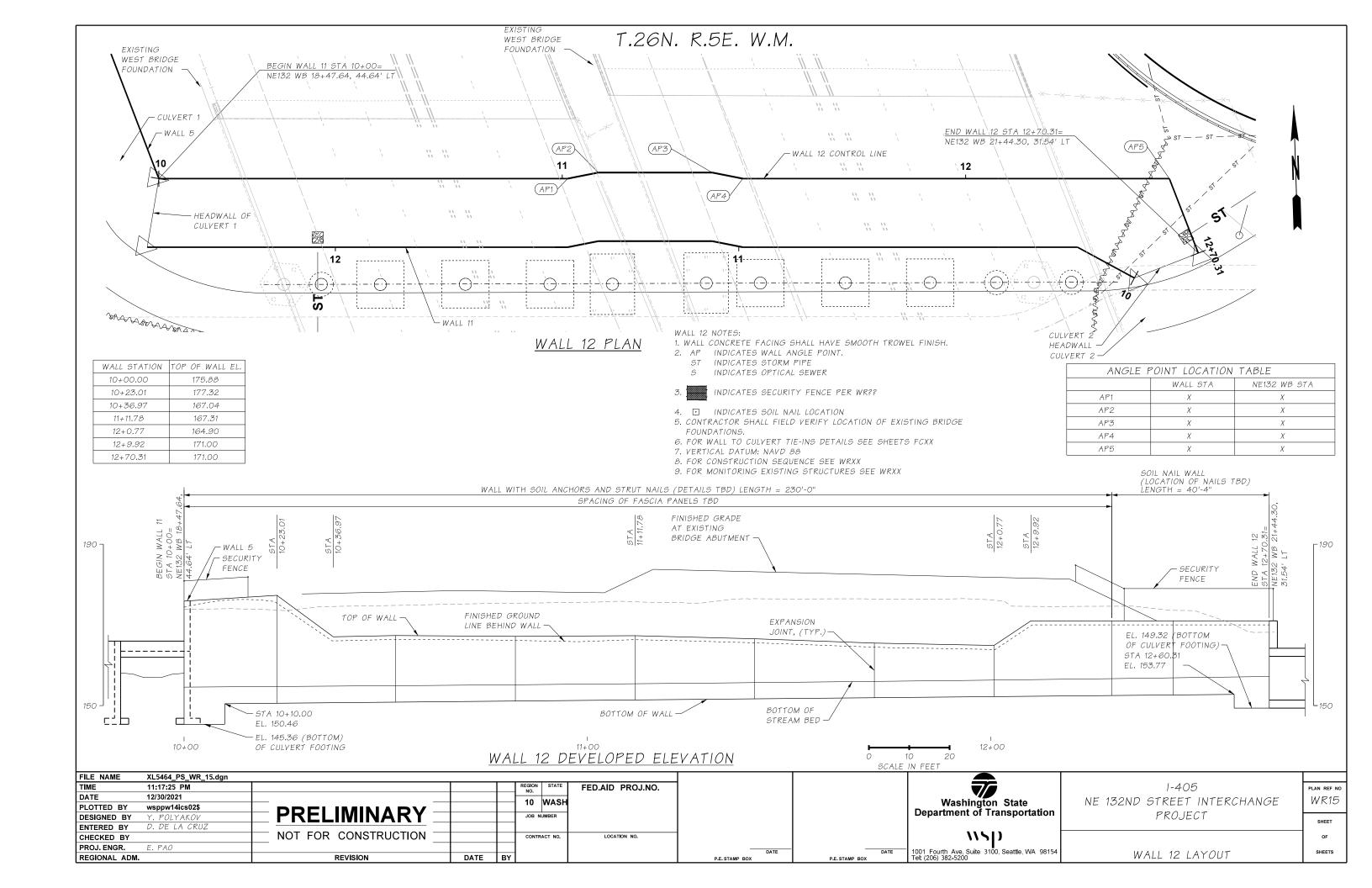


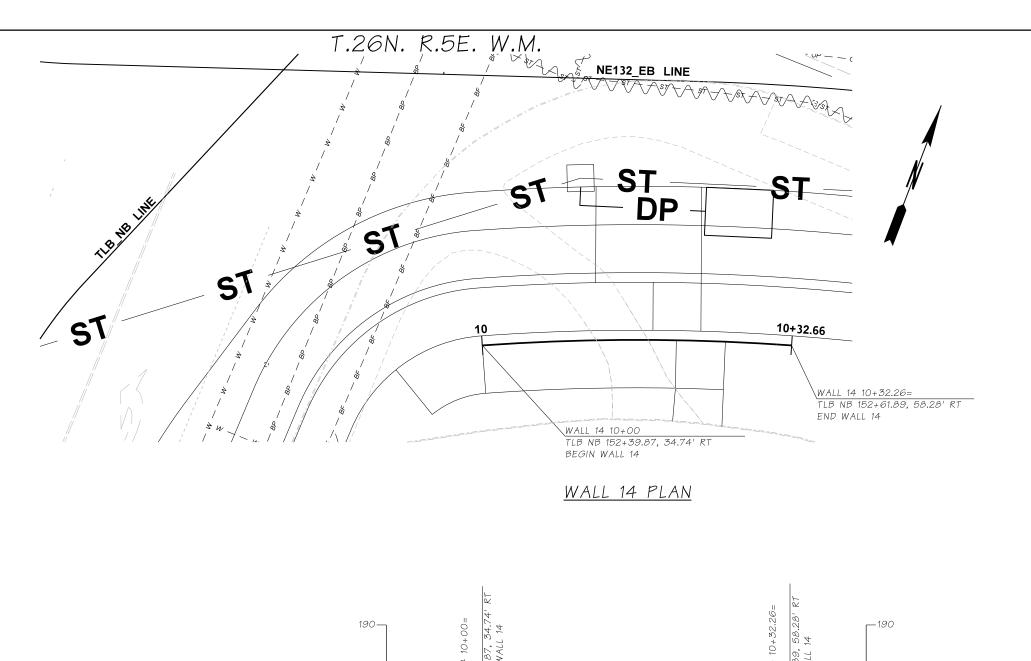






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ANGLE	POINT LOCATION	V TABLE	
	WALL STA	TLB NB STA	
AP1	X	X	
AP2	X	X	
AP3	X	X	_
	AP1 AP2	WALL STA AP1 X AP2 X	AP1 X X AP2 X X

WALL 14 DEVELOPED ELEVATION

TOP OF WALL -

EXISTING GROUND

10+00

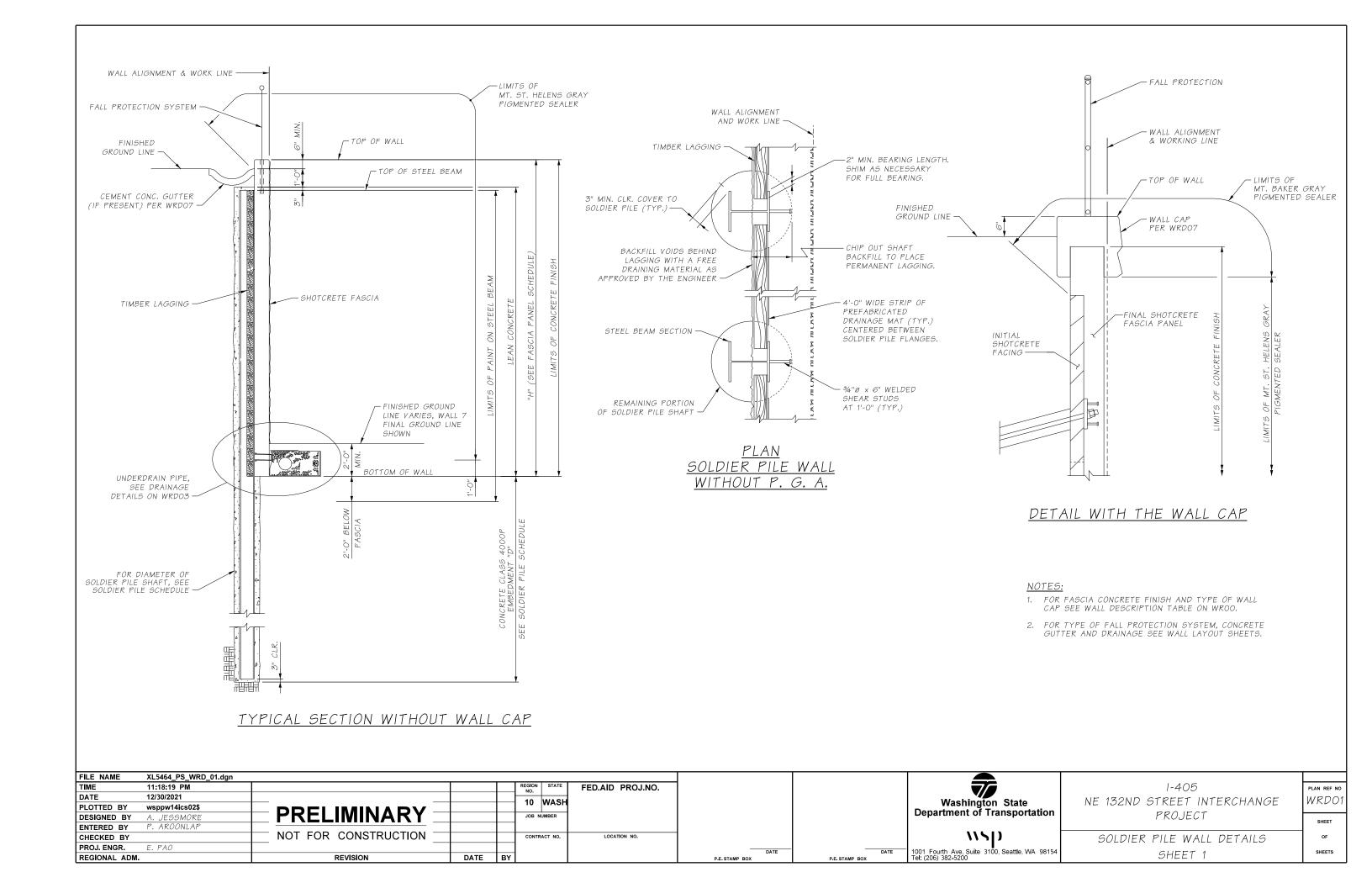
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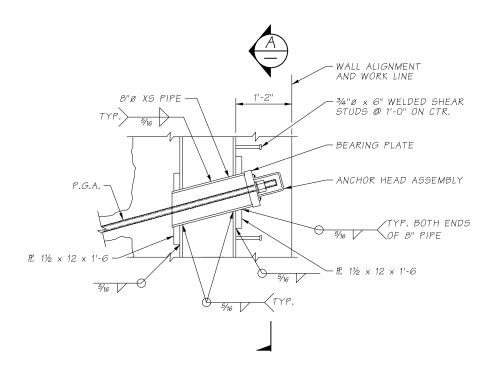
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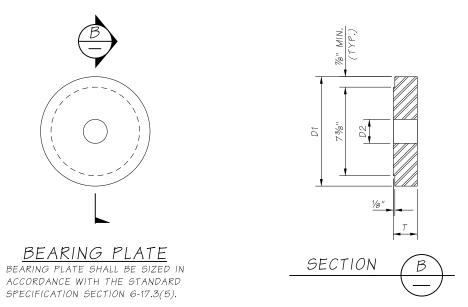
- BOTTOM OF WALL

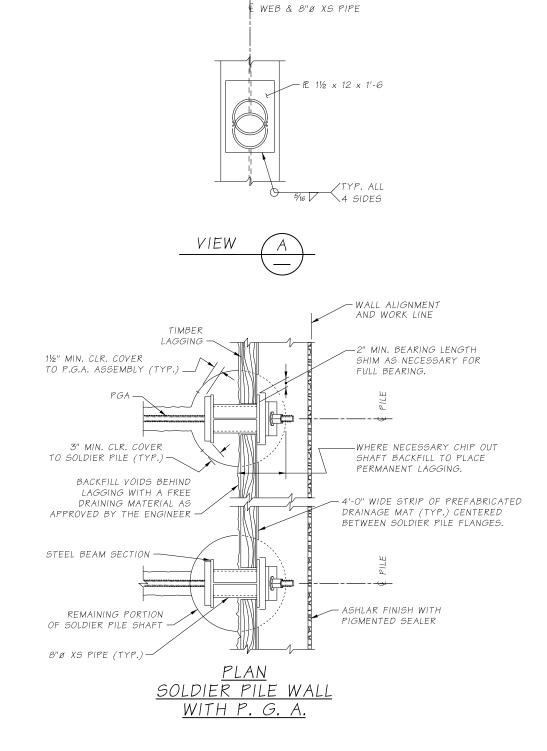
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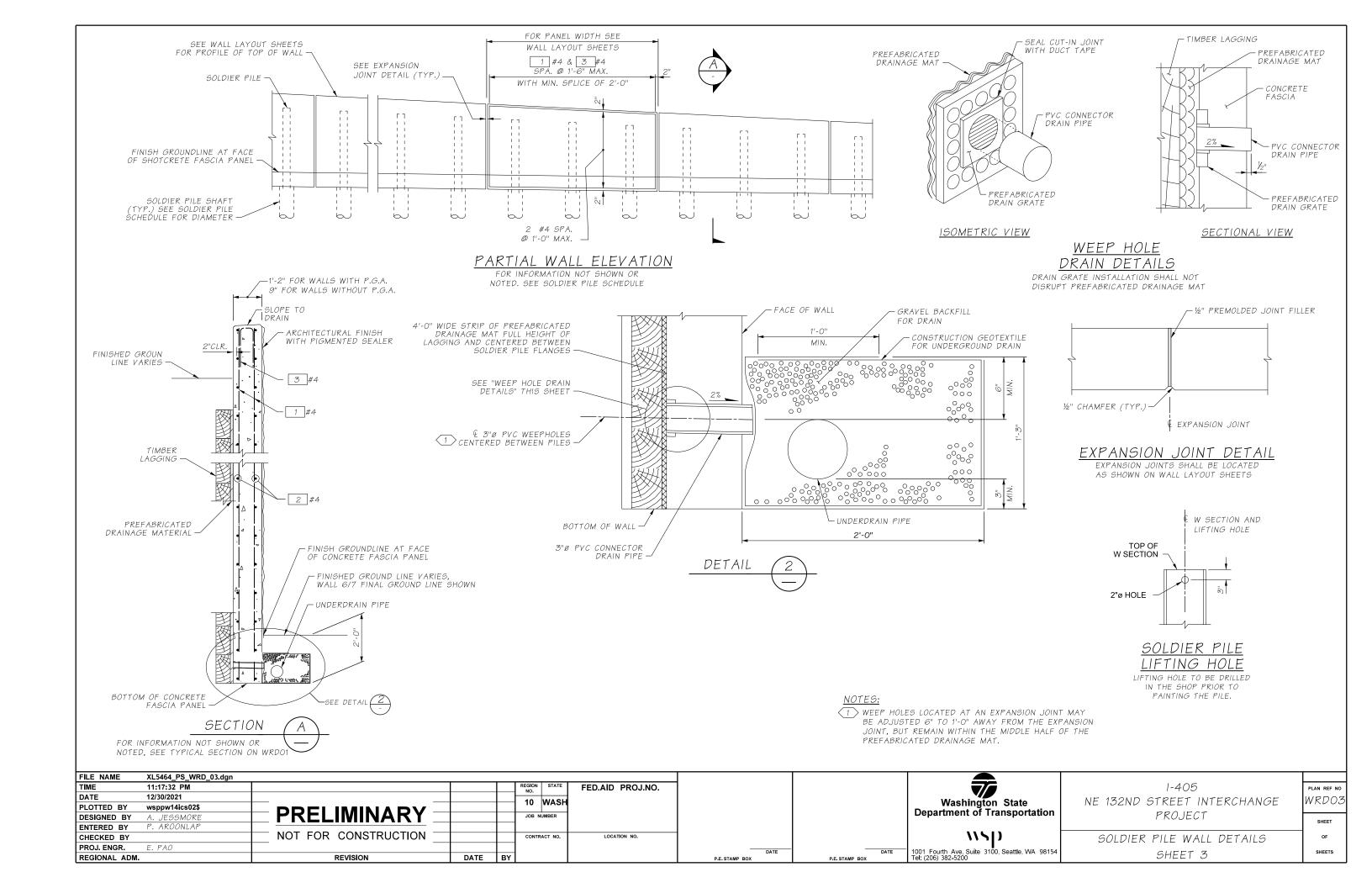


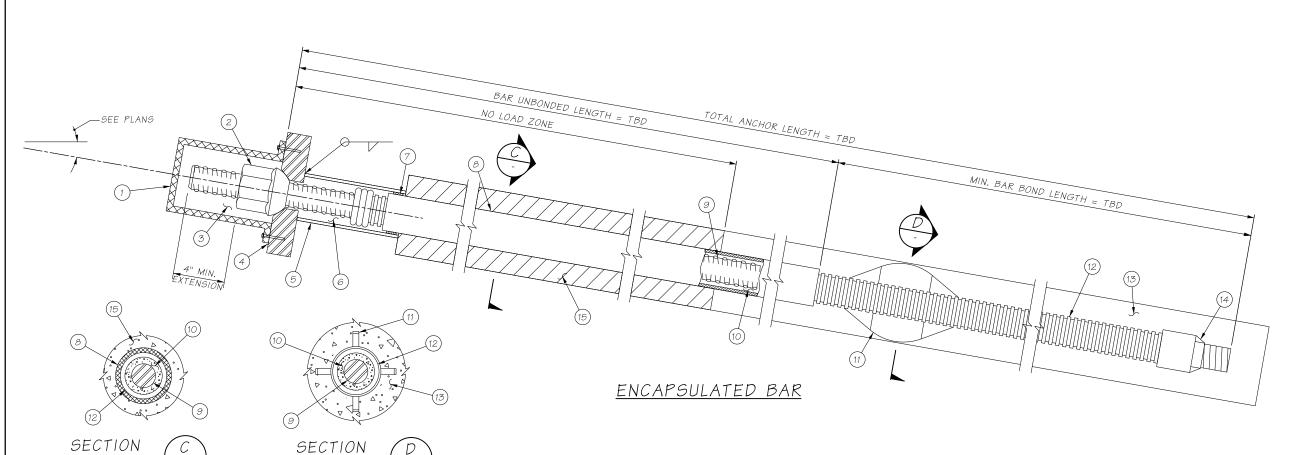
ELEVATION - SOLDIER PILE WITH P.G.A. THRU WEB





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PROJ. ENGR.	E. PAO					DATE	DATE	1001 Fourth Ave, Suite 3100, Seattle, WA 98154		SHEETS
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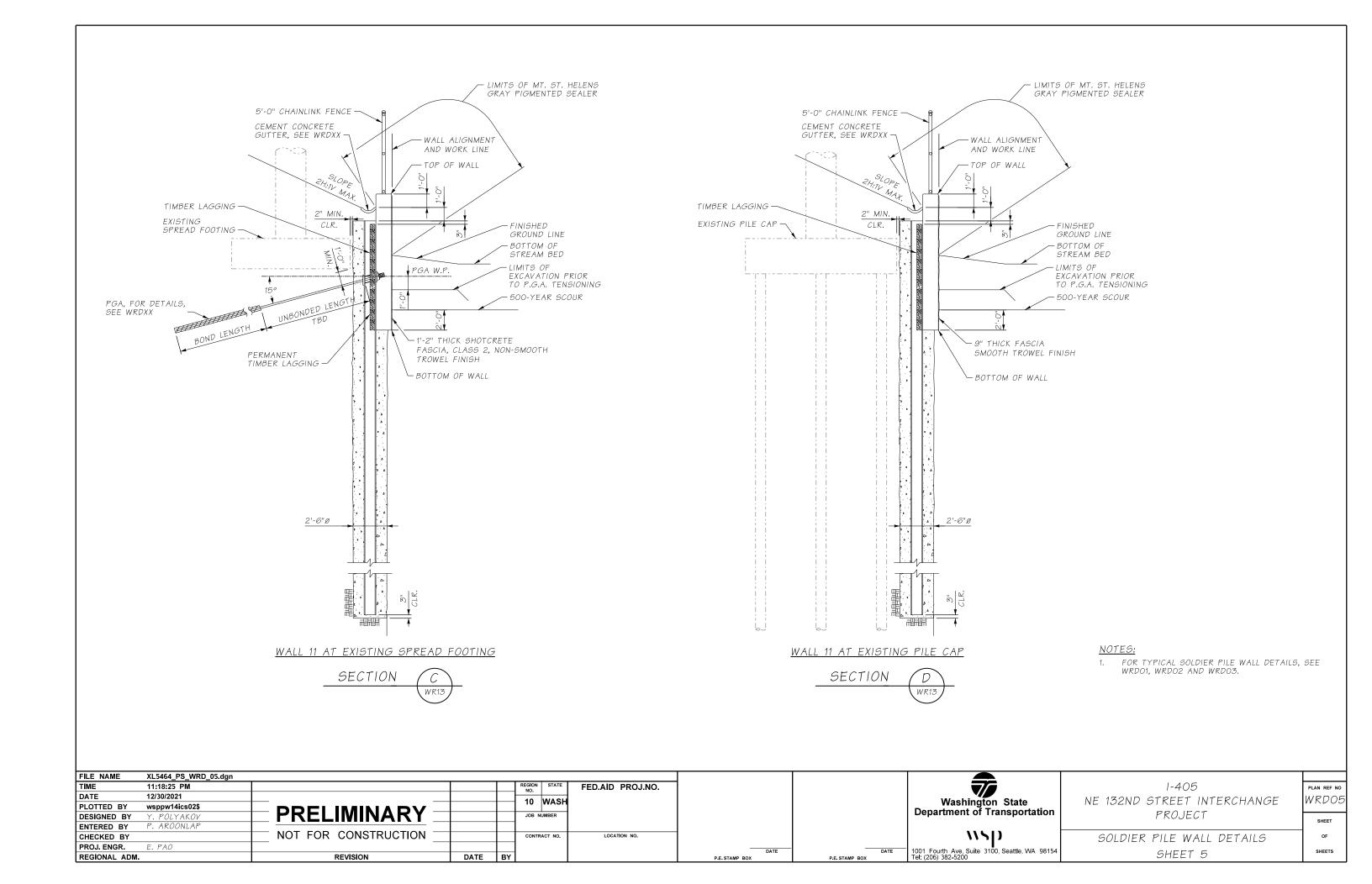
- 1. ANCHORAGE COVER
- 2. NUT
- 3. ANTICORROSION GREASE*
- 4. BEARING PLATE
- 5. TRUMPET
- 6. ANTICORROSION GREASE
- 7. SEAL
- 8. SMOOTH PVC BOND BREAKER
- 9. BAR
- 10. ENCAPSULATION GROUT
- 11. CENTRALIZERS
- 12. CORRUGATED PVC
- 13. ANCHOR GROUT
- 14. END CAP
- 15. NONSTRUCTURAL FILLER
- * USE GROUT IF ANCHORAGE COVER IS EXPOSED

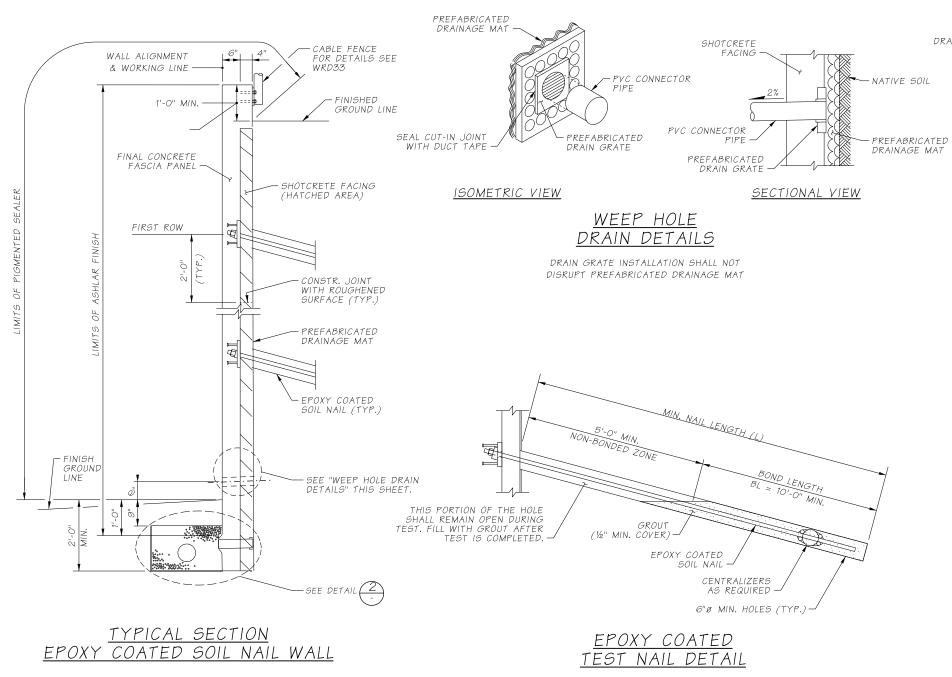
NOTE:

THE DOUBLE CORROSION PROTECTION SYSTEM AT THE ANCHOR HEAD SHALL BE DETAILED TO ALLOW A MINIMUM OF 11/32 2^ VARIATION IN THE SLOPE OF THE SOIL ANCHOR FOR PLACEMENT TOLERANCE.

ALL ANCHORAGE COVERS SHALL BE BOLTED TO THE BEARING PLATES.

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TL = TEST LOAD = (BOND LENGTH) x (DESIGN LOAD TRANSFER (DLT))

FACE OF WALL -

1'-0" MIN.

∠6"ø UNDERDRAIN

DETAIL

TYPICAL FABRIC
DRAIN CONNECTION
TO UNDERDRAIN PIPE

GRAVEL BACKFILL FOR DRAIN

> ₩ N.

DRAINAGE GEOTEXTILE

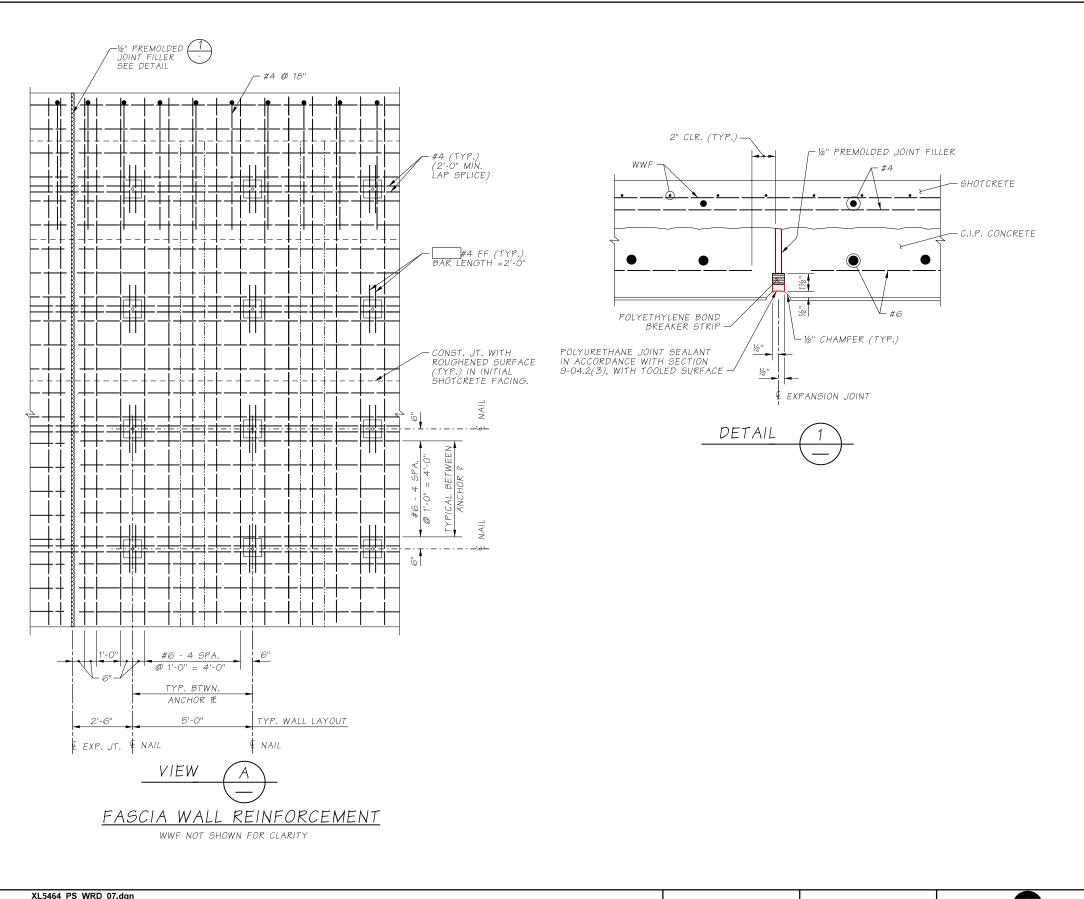
- PREFABRICATED DRAINAGE MAT

- BOTTOM OF WALL

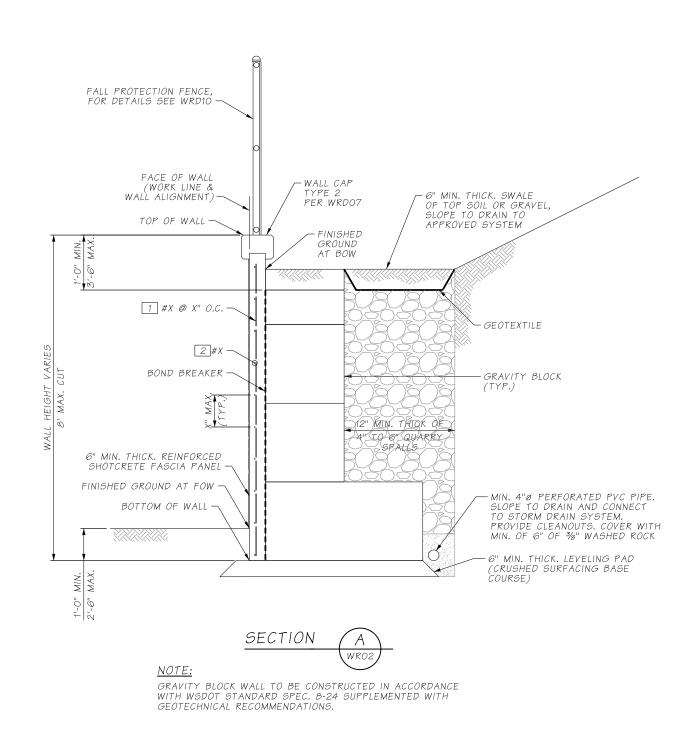
- 3"Ø PVC CONNECTOR DRAIN PIPE

€ 3"Ø PVC WEEPHOLES CENTERED BETWEEN VERTICAL COLUMNS OF NAILS

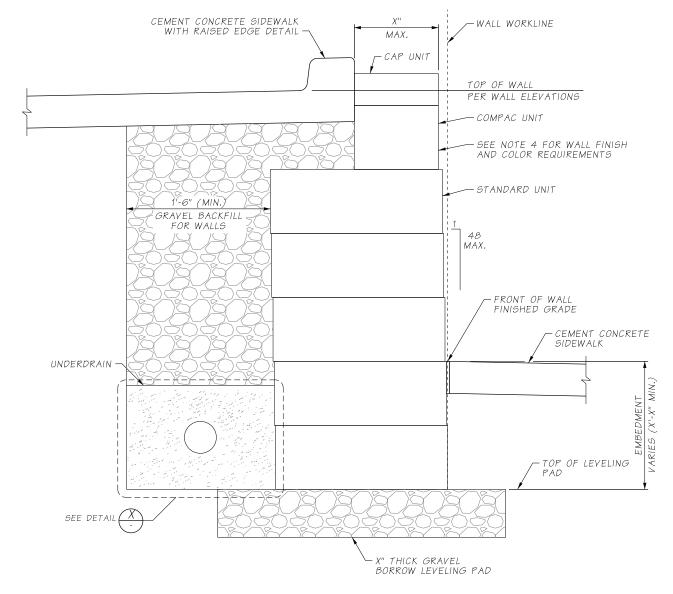
FILE NAME	XL5464_PS_WRD_06.dgn										
TIME	11:19:04 PM				REGION STATE	FED.AID PROJ.NO.			7	1-405	PLAN REF NO
DATE	12/30/2021				10 WASH				Washington State	NE 132ND STREET INTERCHANGE	WRD06
PLOTTED BY	wsppw14ics02\$				IU WASI				9		MADOO
DESIGNED BY	A. JESSMORE	$oxedsymbol{oxed}$ PRELIMINARY $oxedsymbol{oxed}$			JOB NUMBER				Department of Transportation	PROJECT	SHEET
ENTERED BY	P. AROONLAP										
CHECKED BY		NOT FOR CONSTRUCTION			CONTRACT NO.	LOCATION NO.			\\SD	SOIL NAIL WALL DETAILS	OF
PROJ. ENGR.	E. PAO						DATE	DATE	1001 Fourth Ave, Suite 3100, Seattle, WA 98154		SHEETS
REGIONAL ADM		REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX	Tel: (206) 382-5200	SHEET 1	3



FILE NAME	XL5464_PS_WRD_07.dgn									
TIME	11:18:39 PM			REGION STA	FED.AID PROJ.NO.			₹	1-405	PLAN REF NO
DATE	12/30/2021			10 WA	<u> </u>			Washington State	NE 132ND STREET INTERCHANGE	WRDO?
PLOTTED BY	wsppw14ics02\$			10 WA	27			Department of Transportation		
DESIGNED BY	A. JESSMORE	$oxedsymbol{oxed}$ PRELIMINARY $oxedsymbol{oxed}$		JOB NUMBER				Department of Transportation	PROJECT	SHEET
ENTERED BY	P. AROONLAP									_
CHECKED BY		NOT FOR CONSTRUCTION		CONTRACT N	LOCATION NO.			\\\\	SOIL NAIL WALL DETAILS	OF
PROJ. ENGR.	E. PAO					DATE	DATE	_ 1001 Fourth Ave, Suite 3100, Seattle, WA 98154		SHEETS
REGIONAL ADM.		REVISION	DATE	BY		P.E. STAMP BOX	P.E. STAMP BOX	Tel: (206) 382-5200	SHEET 2	0112210



FILE NAME	XL5464_PS_WRD_08.dgn										
TIME	11:20:37 PM			REGION NO.	STATE	FED.AID PROJ.NO.				1-405	PLAN REF NO
DATE	12/30/2021	<u></u>		10	VASH				Washington State	NE 132ND STREET INTERCHANGE	WRD08
PLOTTED BY	wsppw14ics02\$			10	VASH				Department of Transportation		MADOO
DESIGNED BY	A. JESSMORE	\equiv PRELIMINARY \equiv		JOB NU	MBER				Department of Transportation	PROJECT	SHEET
ENTERED BY	P. AROONLAP										
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PROJ. ENGR.	E. PAO						DATE	DATE	1001 Fourth Ave, Suite 3100, Seattle, WA 98154	BLOCK WALL DETAILS	SHEETS
REGIONAL ADM	i.	REVISION	DATE	ВҮ			P.E. STAMP BOX	P.E. STAMP BOX	Tel: (206) 382-5200	BLOCK WALL DETAILS	5



TYPICAL SECTION - WALL 14 (LOOKING AHEAD ON WALL STATION)

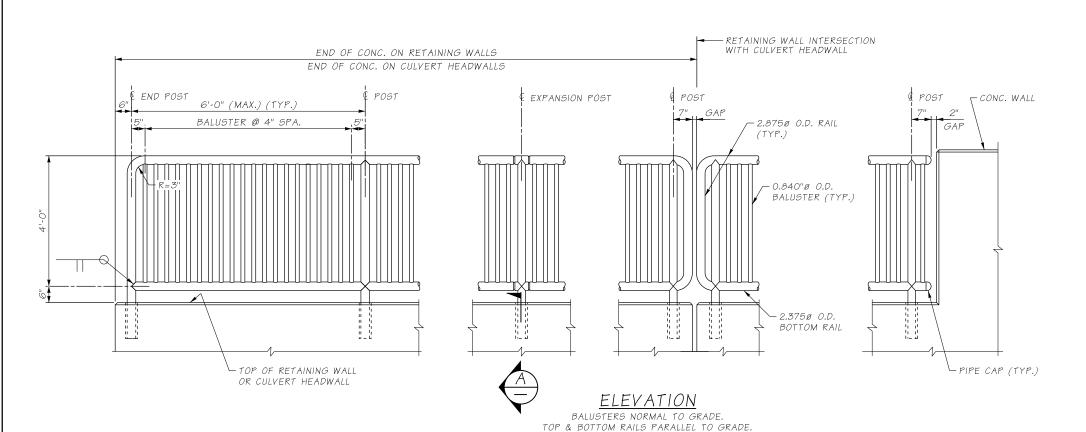
NOTES:

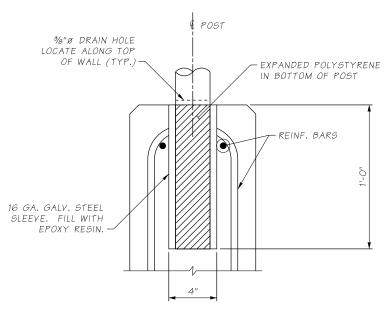
- BOTTOM OF WALL SYSTEM CORRESPONDS TO BOTTOM OF SEW SYSTEMS THAT INCLUDE FOOTINGS OR LEVELING PADS.
- 2. WALL TO BE DESIGNED BY MANUFACTURER.
- 3. WALL TO BE CONSTRUCTED IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATION 6-13 SUPPLEMENTED WITH GEOTECHNICAL RECOMMENDATIONS.
- 4. WALL UNITS SHALL HAVE A FLAT SPLIT FACE FINISH AND BE TAN IN COLOR.

FILE NAME	XL5464_PS_WRD_09.dgn										
TIME	11:20:45 PM				REGION STATE	FED.AID PROJ.NO.	1		7	1-405	PLAN REF NO
DATE	12/30/2021	<u> </u>			10 WASH				Washington State	NE 132ND STREET INTERCHANGE	WRDOS
PLOTTED BY	wsppw14ics02\$				IU WASI				Department of Transportation		I NO OC
DESIGNED BY	B. BINNEY	$oxedsymbol{oxed}$ PRELIMINARY $oxedsymbol{oxed}$			JOB NUMBER				Department of Transportation	PROJECT	SHEET
ENTERED BY	P. AROONLAP										
CHECKED BY		NOT FOR CONSTRUCTION			CONTRACT NO.	LOCATION NO.			\\ \ \})		OF
PROJ. ENGR.	E. PAO						DATE	DATE	1001 Fourth Ave, Suite 3100, Seattle, WA 98154	KENGE ONE WALL DEFAULO	SHEETS
REGIONAL ADM	и.	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX	Tel: (206) 382-5200	KEYSTONE WALL DETAILS	SHEETS

THIS SHEET IS INTENTIONALLY EMPTY BO FALL PROTECTION

FILE NAME	XL5464_PS_WRD_10.dgn									
TIME	11:18:12 PM			REGION ST	FED.AID PROJ.NO.				1-405	PLAN REF NO
DATE	12/30/2021			10 W/	eu			Washington State	NE 132ND STREET INTERCHANGE	WRD10
PLOTTED BY	wsppw14ics02\$			10 447	.511			Department of Transportation		1010
DESIGNED BY	B. BINNEY	ldash PRELIMINARY $ldash$		JOB NUMBE	र			Department of Transportation	PROJECT	SHEET
ENTERED BY	P. AROONLAP									
CHECKED BY		NOT FOR CONSTRUCTION		CONTRACT	IO. LOCATION NO.			\\\\\\)	FALL PROTECTION AND	OF
PROJ. ENGR.	E. PAO					DATE	DATE	1001 Fourth Ave. Suite 3100, Seattle, WA 98154		SHEETS
REGIONAL ADM	Л.	REVISION	DATE	BY		P.E. STAMP BOX	P.E. STAMP BOX	Tel: (206) 382-5200	PEDESTRIAN FENCE DETAILS	S.LETS







NOTES:

- 1. PIPE RAILING AND PIPE RAILING SPLICES SHALL BE BENT TO THE HORIZONTAL CURVE WHERE THE RADIUS OF CURVATURE IS LESS THAN 200'. THESE ITEMS MAY BE HEATED TO NOT MORE THAN 400°F FOR A PERIOD NOT TO EXCEED 30 MINUTES TO FACILITATE FORMING OR BENDING TO HORIZONTAL CURVATURE.
- 2. SHOP DRAWINGS OF RAILING SHALL BE SUBMITTED AS A TYPE 2 WORKING DRAWING SHOWING COMPLETE DIMENSIONS AND DETAILS OF FABRICATION AND INCLUDING AN ERECTION DIAGRAM. MATERIAL SPECIFICATIONS SHALL BE PROVIDED IN THE SHOP DRAWINGS FOR ALL COMPONENTS.
- 3. CUTTING SHALL BE DONE BY SAWING OR MILLING AND ALL CUTS SHALL BE TRUE AND SMOOTH. FLAME CUTTING WILL NOT BE PERMITTED.
- 4. WELDING OF ALUMINUM SHALL CONFORM TO STD. SPEC. SECTION 9-28.14(3).
- 5. ALL ALUMINUM PARTS SHALL BE GIVEN A *CLEAR ANODIC COATING OF AT LEAST 0.0006" THICK AND SEALED TO MEET THE REQUIREMENTS OF ASTM B 580 WITH A UNIFORM FINISH.
- 6. PIPE RAILING, PIPE BALUSTERS AND PIPE RAILING SPLICES SHALL BE ADEQUATELY WRAPPED TO INSURE SURFACE PROTECTION DURING HANDLING AND TRANSPORTATION TO THE JOB SITE.
- 7. RAILING SHALL BE ALUMINUM PIPE RAIL OR APPROVED EQUIVALENT. INSTALL IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- 8. ALLOW EXPANSION AT APPROXIMATELY EVERY FOURTH POST AND AT EXPANSION JOINTS.
- 9. RAILS, POST, BALUSTER, AND FORMED ELBOWS SHALL BE ASTM B-241 OR B-429 ALLOY, 6063-T6 SCHEDULE 40 (STD. PIPE). BRACKETS, ENDCAPS AND OTHER FITTINGS SHALL BE ASTM 6063-T5. SPLICES AND REINFORCING SLEEVES SHALL BE DRAWN ALUMINUM TUBING 6063-T832.

FILE NAME	XL5464_PS_WRD_11.dgn								1	
TIME	11:17:46 PM			REGION STATE	FED.AID PROJ.NO.				1-405	PLAN REF NO
DATE	12/30/2021	<u></u>		10 WASH				Washington State	NE 132ND STREET INTERCHANGE	WRD11
PLOTTED BY	wsppw14ics02\$			I IU WASH				Department of Transportation		
DESIGNED BY		\equiv PRELIMINARY \equiv		JOB NUMBER				Department of Transportation	PROJECT	SHEET
ENTERED BY	P. AROONLAP							1		
CHECKED BY		NOT FOR CONSTRUCTION		CONTRACT NO.	LOCATION NO.			\\\\\\)		OF
PROJ. ENGR.	E. PAO					DATE	DATE	1001 Fourth Ave, Suite 3100, Seattle, WA 98154	DEDECTRALL CAFETY RAIL DETAILS	SHEETS
REGIONAL ADM	VI.	REVISION	DATE BY			P.E. STAMP BOX	P.E. STAMP BOX	Tel: (206) 382-5200	PEDESTRAIN SAFETY RAIL DETAILS	SILETO

